



Old timers on top form

Left: World War II submariner Gus Britton's latest stunt in aid of the Submarine Memorial Fund was to free fall from 10,500 ft over Headcorn airfield, Maidstone, in company with tandem master Clem Quinn. Five years ago Gus (70), long-time archivist at the RN Submarine Museum, Gosport, swam to the Isle of Wight and back to raise £7,000. Now he is hoping to raise £1 a foot from his "free ascent in reverse." Donations made out to SOCA (Parachute Fund) will reach him at the museum, HMS Dolphin, Gosport, Hants.

Right: Gus is just a youngster next to Jutland veteran Bert Pester — who at 99 was still the smartest man on parade when he came to watch his great-grandson Christian Chalker's Passing Out at HMS Raleigh. Bert, who was the Wardroom wine steward in the battleship HMS Centurion during the 1916 battle, has four children, eight grandchildren and 14 great-grandchildren. Christian is currently at RNR Haslar for his Part II training as a Medical Assistant.



REQUIEM FOR THE WRNS

With the retirement of Commandant Anne Spencer as the last Director WRNS, speculation mounted last month that the Women's Royal Naval Service was about to be disbanded.

Approval has yet to be given by The Queen, as Lord High Admiral — and by the Queen Mother, as WRNS Commandant-in-Chief and the Princess Royal, as Chief Comandant — but with full integration the Service seems likely soon to pass into history, as did the Women's Royal Army Corps last year.

The WRNS was formed in 1917 in the bleakest year of World War I to relieve more men for sea duty. In 1919 no further requirement was perceived and it was disbanded — until the need was once again imperative in 1939.

By the end of 1945 there were some 74,600 Wrens employed in a wide range of duties — some were even trained as ship's pilots in the aftermath of D-Day. A number had lost their lives at sea — most notoriously the 22 cipher officers and telegraphists who died when the SS *Aguila* was torpedoed on her way to Gibraltar.

A small post-war WRNS of around 3,000 was retained and slowly, over the years, they became more and more integrated with the Royal Navy. They came under the Naval Discipline Act in 1977, began serving in warships in 1990 — Wrens were embarked in HMS *Brilliant* during the Gulf War — and discarded their old blue braided badges in favour of the men's gold and red in 1992.

There was further speculation, too, that women may one day serve in submarines. Commandant Spencer, for one, was "not personally in favour of the

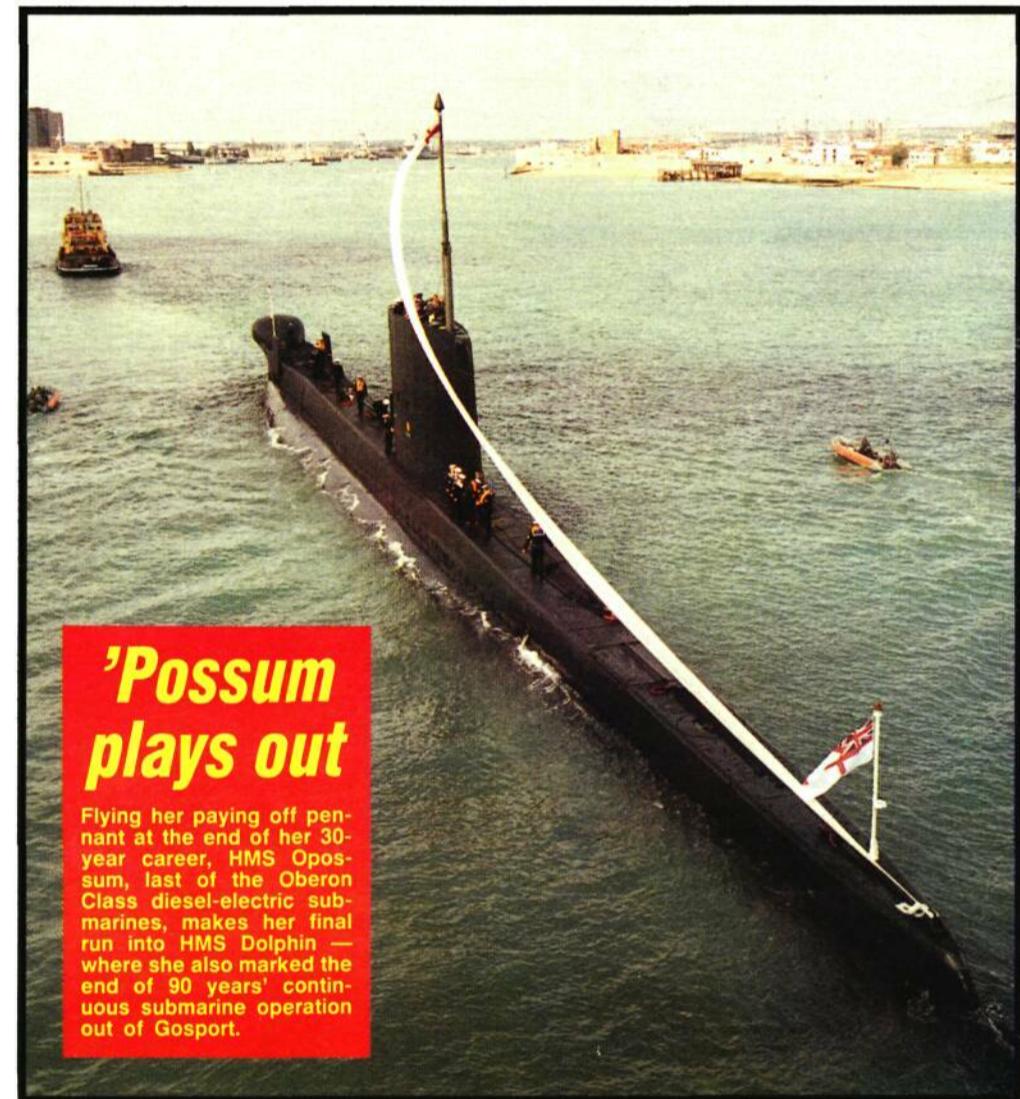
idea."

It is understood that the WRNS will live on in the RN women's titles — Leading Wrens and PO Wrens will sound an echo of a proud tradition into the next century while the Association of Wrens and

the WRNS Benevolent Trust will likewise continue, together with such popular annual fixtures as the Christmas concert at the WRNS Church, St Mary-le-Strand.

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● Newsview — page 18



'Possum plays out

Flying her paying off pennant at the end of her 30-year career, HMS *Opossum*, last of the Oberon Class diesel-electric submarines, makes her final run into HMS *Dolphin* — where she also marked the end of 90 years' continuous submarine operation out of Gosport.

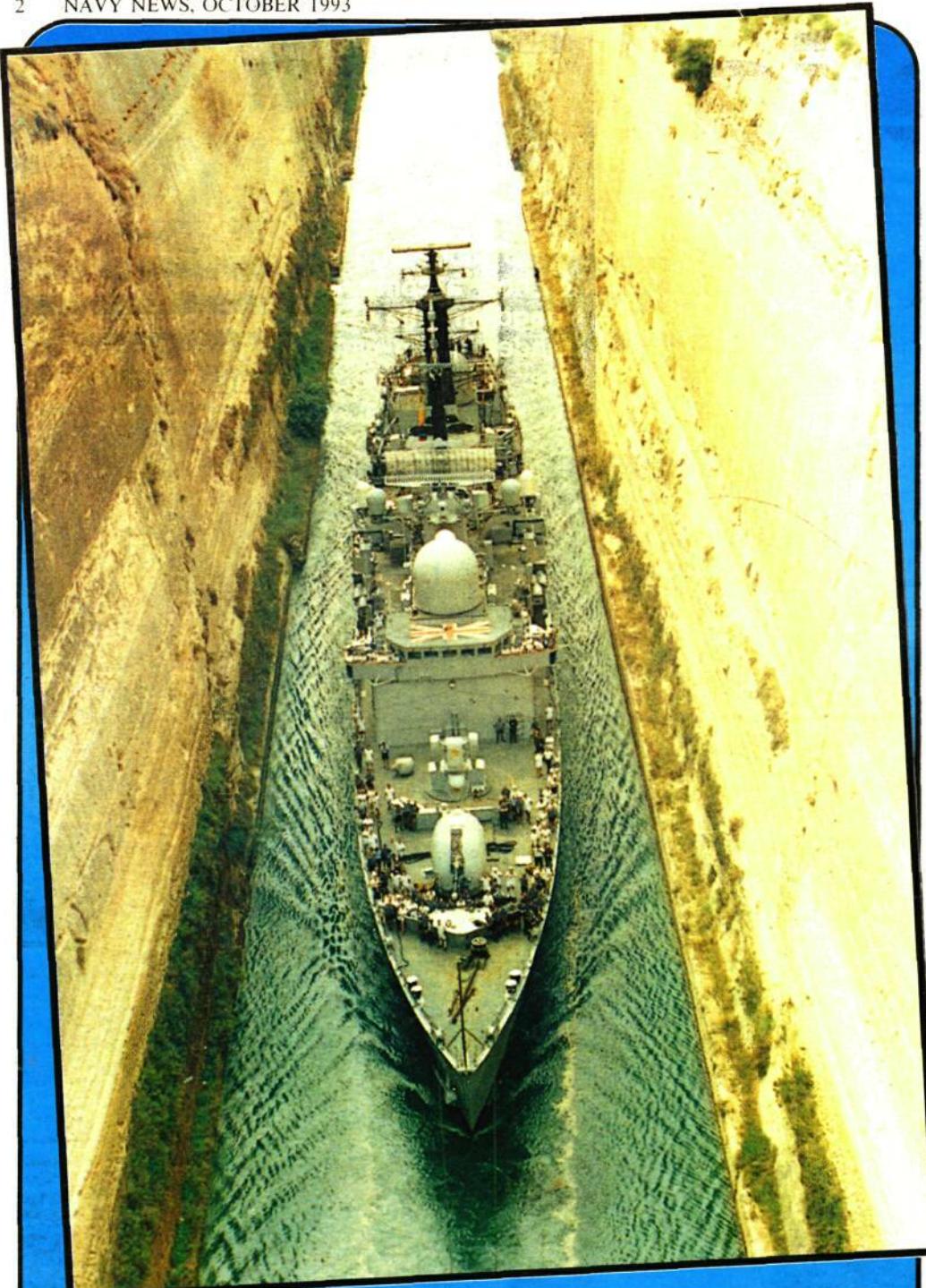
Cumberland closes the gap



West Indies Guard Ship HMS *Cumberland*, seen here at St Lucia, last month helped the local Coast Guard arrest three suspected drug traffickers.

She launched her Sea King helicopter to close in on a fleeing speedboat, stopping it in the water until it could be boarded by the St Lucia authorities.

The Type 22 frigate was due to arrive home in Devonport this month after handing over WIGS duties to HMS *Active* at Bermuda.



THE Corinth Canal — seen here transited by the Type 42 destroyer HMS Birmingham — celebrates its centenary this year.

The 6.3 km waterway separating the Peloponnesus from the Greek mainland was started by a French company in 1880 but completed by Greek engineers in 1890-93.

Only 24.5 metres wide with towering cliff walls on either side, it is a tight fit even for today's slimline warships such as Birmingham — celebrating her own 21st anniversary this year.

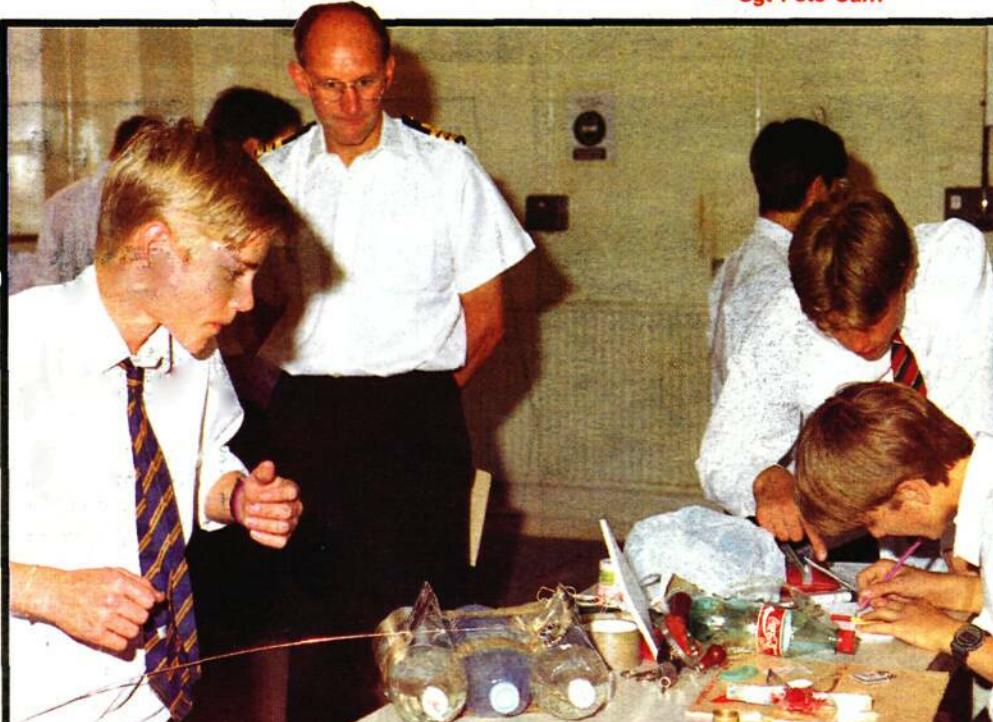
Ton up for the Corinth Canal

Boats with bottle

Third year pupils at Royal Guildford School accepted an unusual challenge from the engineers at HMS Sultan — to build a vessel to carry 1kg of cargo across four metres of water, powered by a small elastic band.

The boys had just two hours to build their craft from waste materials that could be brought to school in a carrier bag — and there are plans to present the two winning teams among the 36 entries with a pair of canoes.

● Engineer Training Commander Nick Bird watches as one of the runners up — a raft made of plastic bottles — takes shape on the work table.



Monument to the midgets



A lone piper plays a lament for the men of the 12th Submarine Flotilla, 39 of whom died in midget submarines during World War II.

The people of Loch Cairnbawn, where they did much of their training, have built a fine stone cairn in their memory and 25 survivors from the famous X-Craft squadron — best known for its attack on the Tirpitz — travelled to the far north west coast of Sutherland for the monument's unveiling by the Captain of the Tenth Submarine Squadron at Faslane, Captain Robert Bradshaw.



● Looking for an 8ft adjutant
— Sgt Pete Carr.

Bird man of Cambodia

ON PATROL on the Tonle Sap Lake, Cambodia, as a UN Naval Observer, Royal Marines Sgt. Pete Carr had many things to watch out for. Illegal fishing, gun-running, extortion and birds.

Pete is a keen member of the RN Birdwatching Society and a qualified ringer for the British Trust for Ornithology. So on the vast waters of Tonle Sap, one of the most important stop-over places in South East Asia for migratory birds, he was in his element.

"The area is world-class," he explained. "It's par with absolutely anywhere for wetland birds — and it must be preserved."

Pete lists some of the birds in the area — white rump vultures, greater and lesser adjutants (these are eight-foot storks), spot-bellied pelicans, black-necked ibis, parakeets

and twenty types of waders.

No serious ornithological survey has been carried out in Cambodia for over 25 years — not surprising considering the country's recent history — so Pete has been carrying out a bird population census and record of migratory patterns for the Oriental Bird Club and his paper will shortly be published in their Journal.

Perhaps the most exciting discovery for Pete was the existence of a large stork, the Asian open bill. "The last colony, in Thailand, was burnt out, but in May and June they were on the lake here — only a thousand or so probably remain."

Jobcentre is doing a good job

AFTER only a year in operation, HMS Nelson's Employment Service Jobcentre has won a commendation in the national Customer Service Competition.

The competition run by Management Matters magazine was across all Government departments and attracted 46 entries.

Sir Robin Butler, Secretary of the Cabinet and Head of the Home Civil Service, said the Jobcentre, set up in response to the 'Options for Change' redundancies, was "clearly doing a very good job."

"I was impressed with their performance and I send my thanks and congratulations to them."

Cdr. Clive Lewis, the Naval Resettlement and Information Officer at HMS Nelson told Navy News that 78 per cent of Navy leavers going through there were finding jobs within three months — and over half had jobs on the day they left.

"The major contributing factor has been the establishment of a Job Search Centre here, by Hampshire Employment Service," he said.

"It is available to all ranks of all three services for up to three months before leaving. One of its benefits is its 'job club' facility where registrants get free use of fax and photocopier for job applications.

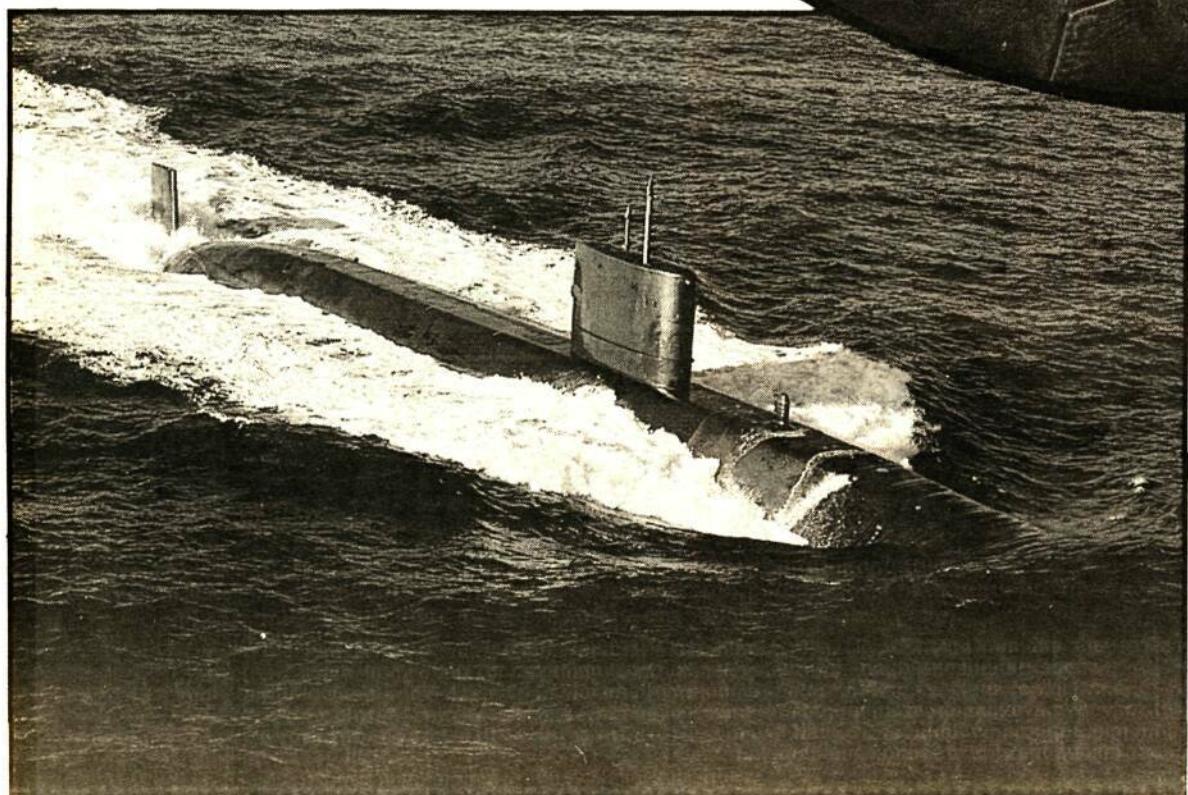
"Most of the people through its books have been from the Navy — but it is now starting to get more popular with the other services."

Chin-chin, Chan

CHAN, last ship's dog of HMS Wasperton, one of the last Ton Class minesweepers to serve in the Hong Kong Squadron in 1983-84 has died. After the ship decommissioned in 1984 he found a home with Ron and Valerie Underwood — who brought him home with them to England in 1987.

CONCERT DATE

THE Band of the Royal Marines (C-in-C Naval Home Command) appear in concert at the Civic Hall, Guildford on November 3, at 7.45 p.m. in aid of King George's Fund for Sailors. Tickets at £8.50, £7, £5.50 and £3.50 from the box office tel. Guildford 444555.



They all fall for Amanda

MISS Globe and Laurel Amanda Johnson — now a contender for the Miss United Kingdom title — was preparing for a tandem jump with the Royal Marines at the Joint Service Parachute Training Centre at Netheravon as Navy News went to press last month.

The 19-year-old blonde shop assistant from Nottingham posed for this picture by CPO Ash Amliwala before buckling on her harness.



Turbulent's first ten years

JUST back from three months away in the United States and the Mediterranean, HMS Turbulent has now completed her first ten year commission and is due for a lengthy refit.

The three-year package will include a major weapon and tactical system update, an upgraded towed array, communications modification and a new command system.

She has travelled 267,000 nautical miles, visiting the North Pole — and the US, where she has just spent five days at Port Canaveral, on many occasions.

Close links have been established with her affiliated town of Warrington — following the IRA bombing the ship's company raised nearly £2,000 for the hospital scanner appeal.

Wanting to go foreign? — there's still a chance

OVER the years the opportunities to serve abroad on local foreign service, particularly married accompanied, have declined, but there are still a surprising number of S & S and Medical billets in many different parts of the world. These are detailed below.

Why not take this opportunity to render a new C240 to state your preferences? Volunteers are always required and the normal length of tour is two and a half years.

Also state if you could move at less than normal drafting notice (five months) because occasionally a short notice requirement occurs which is difficult to fill.

Note, however, that in the case of Hong Kong, after March 1995 service in the colony for new drafts will be classified as Foreign Service — that is, unaccompanied. Time is running out, so act now if you want to sample the oriental charms of the Far East.

LOCAL FOREIGN SERVICE BILLETS AVAILABLE (from 1 April 1994)

WTR Branch

Gibraltar — 1 WO, 3 CPO, 3 PO, 9 LWTR, 6 WTR
Hong Kong — 1 CPO, 3 PO, 10 LWTR, 5 WTR
Italy — 1 WO, 1 CPO, 8 PO, 9 LWTR, 11 WTR
Portugal — 2 CPO, 4 PO, 1 LWTR
USA — 2 CPO, 2 PO, 1 LWTR

Additionally, there is one CPOWTR billet in each of the following — Australia, Barbados, Bermuda and Oman.

One POWTR billet in Argentina, Pakistan and Singapore, and one LWTR billet in China, Diego Garcia and Saudi Arabia.

SA Branch

Gibraltar — 1 CPO, 1 PO, 7 LSA, 3 SA
Hong Kong — 1 WO, 1 CPO, 2 LSA, 1 SA

Additionally, there is one CPOSA billet in Saudi Arabia and in the Gulf, and one POSA billet in Bermuda and Germany.

CK/CA Branch

Gibraltar — 1 CCK, 1 CCA, 4 POCK, 10 LCK, 10 CK
Hong Kong — 1 CCA, 1 POCA, 1 LCK

Additionally, there is one CCK billet in the USA, and one POCK billet in Belgium, Bermuda and Italy.

STD/QA Branch

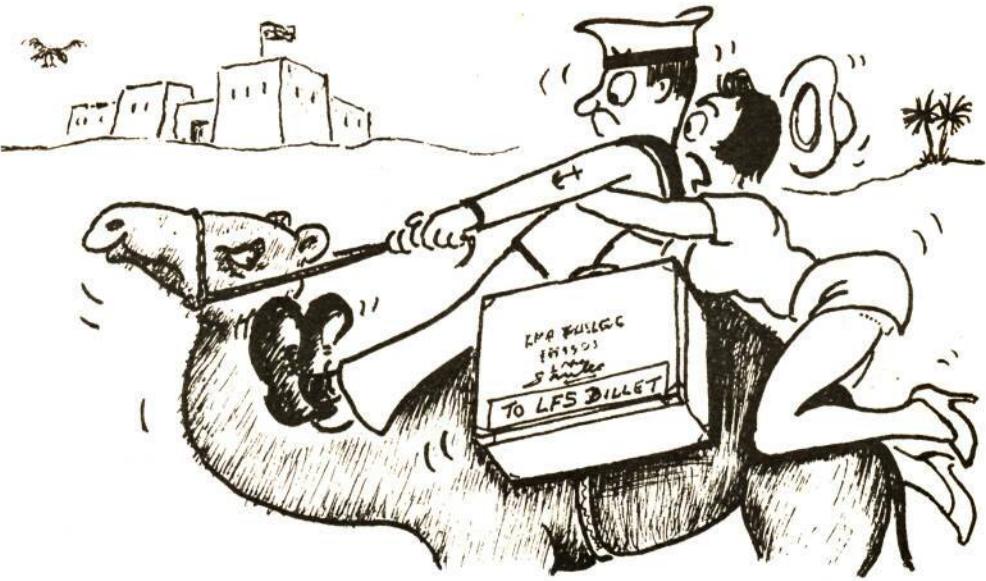
Gibraltar — 2 CPOSTD, 1 POSTD, 1 POQA, 8 LSTD, 10 STD
Italy — 1 POSTD, 1 LSTD, 1 LQA, 1 STD

Additionally, there is one POSTD billet in the USA and one LSTD billet in Diego Garcia and Bermuda.

Medical/Dental Branches

Gibraltar — 1 CFS, 1 CMA, 2 POMA, 8 LMA, 4 MA
4 CMT, 4 PMT, 1 PONN, 5 LNN, 2 LENG, 4 ENG
1 PODSA, 1 LDSA, 1 WDSA, 1 LDHYG
Hong Kong — 1 CFS, 1 POFS, 1 CMA, 1 POMA, 1 LDHYG
Italy — 1 POMA, 1 LDHYG
Diego Garcia — 2 LMA

Belgium — 1 CPO, 4 PO, 10 LWTR
Norway — 1 CPO, 1 PO, 1 LWTR
Denmark — 1 CPO, 1 PO
Russia — 1 CPO, 1 PO



"You're sure it's 'Local Foreign' not 'Foreign Legion' service!"

Medical ups and downs

AFTER two years finding the right bait to catch the correct fish Lieut.-Cdr. Mark Wagstaff has moved to fresh waters at RNR Haslar. Taking over the pain and strain of the Medical/Dental/Family Services desk is Lieut.-Cdr. Roger Pullybank who has joined the team from SRA(SMS).

The inheritance is a slow improvement to the overall numbers in the MA category. This is a reflection on the buoyant recruiting that has taken place over the last 18 months and improved retention figures. The only disappointment is the continued shortfall in the male recruitment target.

Medical Technician numbers continue to meet the requirement in all specialisations with the exception of Pharmacy Dispenser and Registered Mental Nurse. The former will hopefully be rectified over the next 12 months but as yet no foreseeable improvement to the RMN category is envisaged.

NN Drafty Pusser and Medics

First POMA(Q)

WITHIN the next two months another milestone will be reached when the first B13 for a POMA(Q) is issued. This will bring both males and females into line and obviously open up more billets, especially at sea, for "Q's." In addition July saw the first LMA(Q) drafted to Diego Garcia.

All together — submariners, S&S and medical

FOLLOWING a manpower review and, as reported in last month's issue under the Submarine Drafting banner, the Naval Drafting Division is to be re-organised and rationalised to reflect the overall reduction in RN numbers. As part of this change, the S&S and Medical Division will amalgamate and co-locate with the Submarine Division under a single Drafting Commander on 1 December 1993.

The New Division will be known as D4 with the present Submarine Drafting Desks of D4A (SM Technical) and D4B (SM Non Technical) remaining intact to minimise disruption and confusion. The current S&S and Medical desks of D5A, D5B and D5C will translate to D4C (Medical (GS & SM)), D4D (WTR/SA/ETS (GS & SM)) and D4E (CK/STD/CA (GS & SM)).

The significant changes concern the SM Warrant Officers' who will acquire a new Appointer and, 'SM' S&S and Medical ratings who will in future be attached to their source branch drafting desk.

The five Drafting Officers will share one large office so there should be no shortage of advice and since there are only minor organisational changes at the bottom end, business should continue as normal.

In future, the Drafting Commander (D4) will be a CDR(S) SM which should satisfy all interests.

Hygienist at sea

THE Dental Branch is also breaking new ground as two Leading Wren Dental Hygienists are at present serving at sea in HM Ships Ark Royal and Cornwall. By the end of 1993 we will also see Dental Surgery Assistants serving at sea. This is a reflection of the policy of taking the service to the customer.

HQ staffs to Pompey

AS preparation is taking place to make changes in the Management Structure of the RN so the Medical/Dental branches HQ staffs are also undergoing review and will be relocated in early 1994 at Portsmouth. At present this reorganisation will affect only a few personnel but in future will open new billets for staff who wish to serve in the Hampshire area. The message is if you wish to work with the new HQ organisation then review your DPC and left Drafty know.

THE NEW IMPROVED S&S AND MEDICAL DRAFTING TEAM

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FS, DA, Medic and QARNNS, NPFS Co-ordinator, RNCC (CASREPO) (D4C)

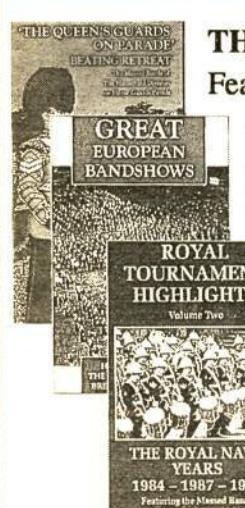
POWTR Suzanne Skinner (Ext 2445)
Lieut.-Cdr. Bryan Ward (Ext 2455)
CPO Wtr and S & S Co-ordinator
POWTR Kevin Hamlyn (Ext 2443)
POWTR Mick Aitken (Ext 2285/2505)
LWWTR Sally Williams

POWTR Lynda Gwynn (Ext 2444)

Lieut.-Cdr. Terry Morris (Ext 2456)
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POWTR Kev Norwood (Ext 2575)



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NN***Ships of the Royal Navy*****No. 455**

PURSUER OF EXCELLENCE



Facts & figures

Laid down: 1985 by Watercraft Ltd, Shoreham. Completed: 1988 by Vosper Thornycroft, Southampton. Construction: Moulded glass reinforced plastic. Displacement: 77 tons. Length: 21 metres. Beam: 5.8m. Draught: 2m. Wartime armament: 1 x 20mm GAM-BOI; 2 x GPMG machine guns. Propulsion: 2 x Perkins (Rolls-Royce) CV12 diesel engines, each developing 820 bhp. Top speed: 22 knots.

POSTCARDS of Ships of the Royal Navy are obtainable at 65p each (minimum order £1.95) from Navy News, HMS Nelson, Portsmouth PO1 3HH. An order for 12 cards is priced at £7 and a standing order for the supply of each of 12 cards on publication can be arranged on receipt of £10.50/foreign £12. Prices include postage and packing, and postcards will be despatched on receipt of stamps, postal order or cheque. No postcards are stocked of ships which paid off before 1956.



DESPITE being one of the Fleet's smallest ships, the fast training boat HMS Pursuer has had a very newsworthy few months, culminating in the receiving of the Freedom of her affiliated town of Newhaven.

Part of the 10th Mine Countermeasures Squadron, she is mainly employed as a training platform for midshipmen from Sussex University Royal Naval Unit (URNU).

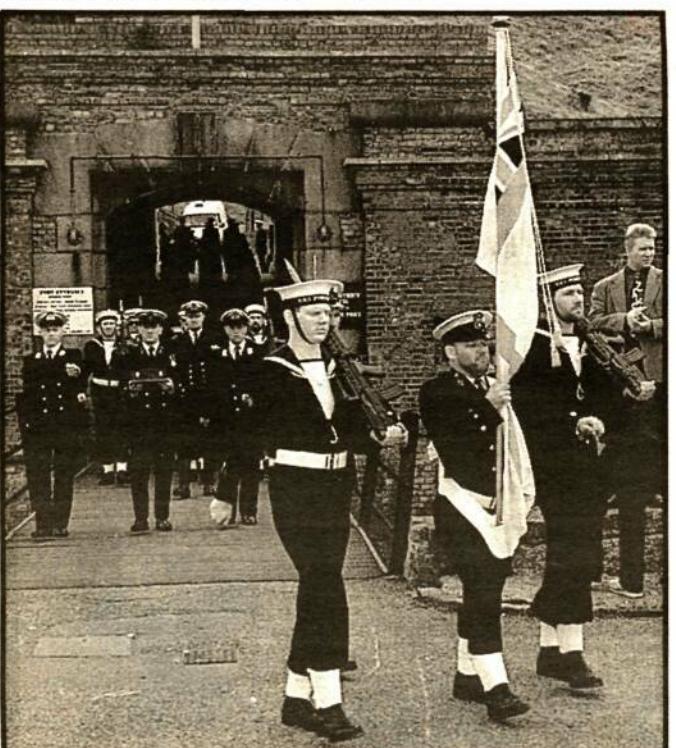
She also provides training for members of the Combined Cadet and Sea Cadet Corps, and is a navigational training ship for Royal Navy, Royal Naval Reserve and International Officers.

In March the Pursuer's five-strong RN ship's company and 12 trainees found themselves unexpectedly involved in Fishery Protection when two civilian Fishery Officers were

detained against their will on board a French fishing vessel and called for help. Pursuer was at that time conducting navigational training off the Channel Islands and was quickly on the scene.

Foreign Office

The two Guernsey Fishery Officers were reassured by the Pursuer's presence and the commanding officer, Lieut. John Kingwell, was able to keep the Foreign Office and Fisheries Ministries informed of events via a radio link with Rosyth.



The ship's company of HMS Pursuer proudly carries the White Ensign in the Freedom of Newhaven Parade. In the front row are RO(T) Jacko Jackson, CPO(Ops)(EW) Kev Freestone (First Lieut.) and LMEM(L) Dick Barton. The Colour Officer is CPOMEA Derrick Swords (MEO).

CARRIER SUPPORT FOR THE TIRPITZ STRIKE

THE present HMS Pursuer is the third Royal Navy warship to bear the name. She was completed in 1988 by Vosper Thornycroft, Southampton, and is one of the RN's ten Archer class patrol ships.

With her sister ships, Puncher, Blazer and Dasher, she is based at HMS Nelson in Portsmouth. With up to 12 students embarked, she operates away from base port for up to four weeks at a time.

In her wartime role, the Pursuer would be fitted with an armament of one 20mm gun forward and two general purpose machine guns on the bridge. She also carries a Gemini inflatable dinghy which can transport a boarding party for port and harbour defence duties.

The first HMS Pursuer was an escort carrier of 11,240 tons built in the United States and commissioned into Royal Navy service in June 1943. Carrying 18 aircraft she served in both the Atlantic and Mediterranean and in 1944 took part in the air strike on the German battleship Tirpitz.

She also provided support for the invasion of southern France and was an anti-submarine warfare patrol ship for the Normandy landings.

The second RN ship of the name was a Landing Ship Tank, which served from 1947 to 1956.

Battle honours: Atlantic 1943-5, South France 1944, Norway 1944, Aegean 1944 and Normandy 1944.

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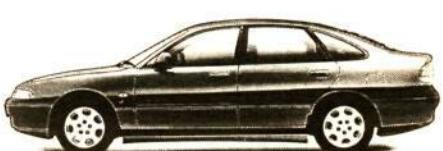
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as service voters or, if they prefer, register each year as civilian voters
(so long as they are living in the UK).

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JACK

BY TIGE

**Letters****More plugs for Hawkins**

I HAD cause to smile at Mr Crump's interesting letter concerning the achievements of HMS Hawkins (August issue).

I was not aware of her records, but as Chief Boiler Maker I seemed to be continually involved in plugging or replacing burst boiler pipes until we left the South American patrol for a return in Durban.

We eventually finished on three engines, having lost a propeller and shaft. This got us home to Pompey just inside two years, and probably saved us, as the Hermes, one of the last ships to which we said goodbye, was sunk shortly afterwards by the Japanese. — R. Pigott, North Walsham, Norfolk.

Foul-weather friend

I read WO(OPS)(M) Saunders letter in the June edition of Navy News about the wearing of short sleeved white shirts conflicting with local orders with interest — a similar situation exists with jackets.

I have three jackets, a raincoat, windproof and a foul weather jacket. The only one that is of any use is the foul, as it is fully wind and waterproof. It is also the only one which dries out fairly quickly and doesn't smell like a wet dog for half a day after getting wet.

However, while these are perfectly acceptable for wear around dockyards, they are not within establishments. Why? Rain does not stop at dockyard/establishment borders, therefore am I supposed to remove my jacket before passing from dockyard to establishment and get soaking wet or carry two types of jacket? — LWTR P. Tunks, HMS Gloucester.

Chipping at a block in the hull

EVER since the decision to combine the Hull and Marine Engineering Sub branches in the mid-1970s the role of the CPOMEA (Hull adqual) has continued to be slighted by those who see the job as some sort of easy option.

Those of us who choose to take this career path are deemed to have 'sold our birthright' to become a 'Wood Butcher,' a pseudo Shipwright.

Any Hull adqual having served at sea in a Shipwright's billet would vehemently argue that it is certainly no easy option — with a part of Ship extending from the Fo'c'sle to the quarterdeck and from the top of the masts to the keel; with responsibility for the maintenance of structure, hot and cold fresh water systems, drains, sewage treatment, prewetting systems, ventilation systems, furniture, lagging and linings and in some cases fire and salvage systems.

Frustrating

This list is by no means exhaustive. Then of course there is the paperwork, work packages to compile, compartment surveys to carry out with their associated reports to write, the NMS logs to complete — and he is also expected to be the Ships Husbandry advisor and probably the FLAGO contract overseer as well.

Most of us who have taken this path do not complain about our lot — at sea it is often better to be busy than bored (except when there is a run ashore involved).

But when the time comes to consider advancement, we are forced to return to main stream engineering in order to obtain a charge ticket — in many cases

after spending ten or fifteen years in hull related work.

This we do find frustrating, because many of us believe that we would have a lot to offer as CCPD's and WO's but hold back because we wish to remain in the hull stream.

We are not holding up a banner that says Make us all chippy's — but maybe we should be considering a CCMEA (Hull specialist) taking a hull biased charge ticket.

It would be foolish to suggest that we could have the deep hull knowledge and experience of an apprenticed Shipwright (even if we are expected to per-

form as one from the moment we step across the gangway of our first ship as Chippy), but after that first sea draft, we will have achieved a level of competence and confidence to tackle the majority of tasks required of today's Chippy.

In ten or fifteen years time when the last of the shipwrights have gone from senior/middle management, taking with them the deep hull experience gathered over many years, who will fill the void they leave? We believe that the hull adqual can do it if given the incentive to do so. — C. G. Dixon CPO-MEA, FOSF(ME).

Liverish in London

I was very interested to read R. Hill's description of his trip home in the City of London in December 1945 (August issue).

Earlier that year I was an ERA in HM Submarine Trident in Trincomalee and we had to have an extensive engine refit by the boat's engine room staff. We were moved from alongside the depot ship HMS Wolfe to tie up alongside the City of London as the job would take about a month.

The POs and ratings were always complaining about their conditions on board this ship and the quality and quantity of the food.

One day I was visiting one of

the ERAs in the POs' Mess when the supper arrived — it was liver in gravy and not much of it. When the POs saw it there was uproar and eventually one of them went to fetch the purser.

When he arrived he took up a threatening attitude and told the men they were lucky to get it. This so enraged the PO carrying the tray of liver that he poured it over the purser! After that, the ERA I knew told me things did improve. — J. Stevenson, Sheffield.

Why we said knickers to bloomers

I AGREE wholeheartedly with LWREN Davis's criticisms of the proposed new style uniforms (August edition).

I served in the WRNS for 26 years in the stores branch and during those years saw many changes to the uniform which were for the better and did not detract from its smart appearance.

Out went: lisle and rayon stockings; teddy bear suits, black hats and canvas ones; cotton shirts with detached starched collars (candle wax a must); gaberdine raincoats with all-round belt (down to ankles in most cases); navy blue rayon bloomers; and showing personal items as kit musters.

In came: nylon stockings and then tights; diagonal serge suits;

court shoes; lightweight raincoats; more modern footwear (though the preference seemed to be for beetle crushers); plastic hats; woolly pullovers; polycotton shirts with attached collars — to name but a few improvements.

All these items were accepted for ease of laundering and smartness in the modern world — but this so-called modern uniform is more suited to musical comedy.

When will the powers that be realise that members of the WRNS come in all shapes and sizes, do sterling work alongside their male counterparts — and are not there as fashion models, all 5ft 9in and size 10? — J. M. Catherall, Ex CREWN SA 1956-82, Egguckland, Plymouth.

Sad to find Fisgard's gym now a fish store

I WAS an Artificer Apprentice in HMS Fisgard from September 1963 until September 1964. This was a period of my life which left a strong impression upon me and I decided I would revisit the place.

I was upset to see the once proud establishment reduced to rubble, the Gym a fish store, and the parade ground, factory, school rooms and huts torn down.

I understand the need to manage change; in the computer industry we do it all the time, however this seems an act of wanton destruction.

Leaving the gates in place, crests removed, bent and distorted was a thoughtless and insensitive act which must be regretted by the thousands of tiffies who spent their formative years there.

I found the Fisgard Squadron alive and well within Raleigh and was treated to a presentation of current training by the Divisional Officer who kindly made time available for me.

I searched for an aerial photo of Fisgard in the Sixties — but surprisingly there were none available in the museum.

Are there any photographic records of Fisgard available and are there any middle aged ex tiffies who share my feelings? — R. E. Thomas, Huntington.

No love for Barracudas

'LEARNING to love the Barracuda' (August issue) brought back many sad memories for me.

I was a Radio Mechanic attached to 831 Sqn serving on board HMS Victorious. When the squadron attacked the Tirpitz in April 1944 the aircraft performed quite well — it was when we sailed for the Far East that our troubles started.

During a mock dive bombing attack on the ship in the Med three of them disintegrated in mid air, killing all the crews. An inquiry was held, after which it was decided not to dive so steeply, but to attack at a different angle.

At Trincomalee we lost three more that dived straight into the harbour. All the crews were lost. If my memory serves me right the squadron took part in raids on Sumatra in July 1944 — but they never reached the standard expected of them and disbanded at the end of the year.

We experienced many setbacks with the Barracuda. Hairline cracks appeared on the wing locking mechanism and at Trincomalee you could

hear rivets popping out of the leading edges. The hydraulic system was always giving trouble and the engine was under-powered — I well remember flying off the ship on a test flight and even using the whole of the flight deck we still dropped off, to see the ship above us instead of below.

All credit to their pilots — it was bad enough facing the enemy and landing on and taking off the carrier without having to contend with a very unstable aircraft. — C. F. Godbeer, Porthcawl.

Augean stables?

I felt compelled to write in response to the letter "Come clean on standards" (August issue).

I have been a cleaner for over ten years and have cleaned for the services in many different establishments. Recently I was offered a supervisory position in cleaning two accommodation blocks.

First thing Monday morning after a "heavy week-end ashore," many people wouldn't know where to start, what with left-over curry, drink cans, cigarette ends etc — which have to be disposed of before we can set about the general cleaning to keep up the standards expected of us.

I can only speak for myself and my colleagues — but we all work hard and take a pride in our work for little pay and even less thanks. It is not only us cleaners who need their standards looked at. — C. Whitcombe.

Neptune's Europas

AS we approach the 50th anniversary of D-Day, surely after 50 years some recognition should be given to the little ships even Churchill forgot — the Europa minesweepers, without which no convoys would have moved. — S. W. W. Bowman, Portslade.

LETTERS to the Editor should always be accompanied by the correspondent's name and address, not necessarily for publication.



No. 471 40th year

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800 Squadron Sea Harriers at the ready

NOW operating in HMS Invincible in the Adriatic, 800 Naval Air Squadron had an extremely busy work-up period prior to their deployment, with air to ground, air to air and in-flight refuelling practice on their programme.

For the squadron's newest pilot, Lieut. Russ Eatwell, in-flight refuelling was something new, but, under the eye of Senior Pilot Lieut.-Cdr. Dave Baddams, he successfully achieved his first "plug" from a Hercules tanker of 57 Sqn, based at RAF Lyneham.

Two other "firsts" were carried out by Lieuts. Bill Dean and Russ Eatwell (his second "first"!) when they landed on Invincible's flight deck, their first operational deck-landings since joining the Squadron.

The Sea Harrier squadron is now well prepared for any task which it may be called upon to do, as HMS Invincible patrols the coast of former Yugoslavia, ready to support UN forces ashore, if and when required.

Photographs — Right — 800 Sqn Sea Harriers, flown by Lieut.-Cdr. Dave Baddams and Lieut. Russ Eatwell formate on the RAF Hercules tanker aircraft. Picture — POA(Phot) Joe Mercer

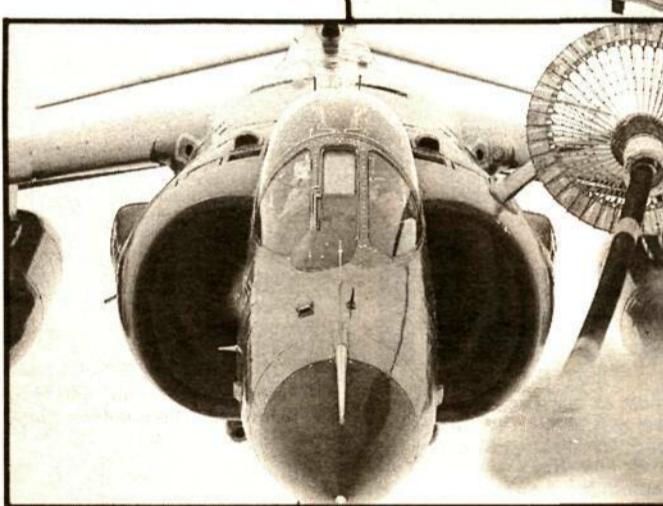
Below — close-up Lieut. Russ Eatwell successfully plugs in for fuel. Picture — LA(Phot) Mick Storey



NATO four at Dartmouth

FOUR ships from NATO's Standing Force Channel, the Dutch flagship HNLMS Alkmaar, the Royal Navy's HMS Quorn, the Belgian Navy ship Myosotis and the German minesweeper Wetzel, paid an informal visit to Dartmouth.

A busy round of social and sporting engagements was organised by Britannia Naval College, hosts to the Force.



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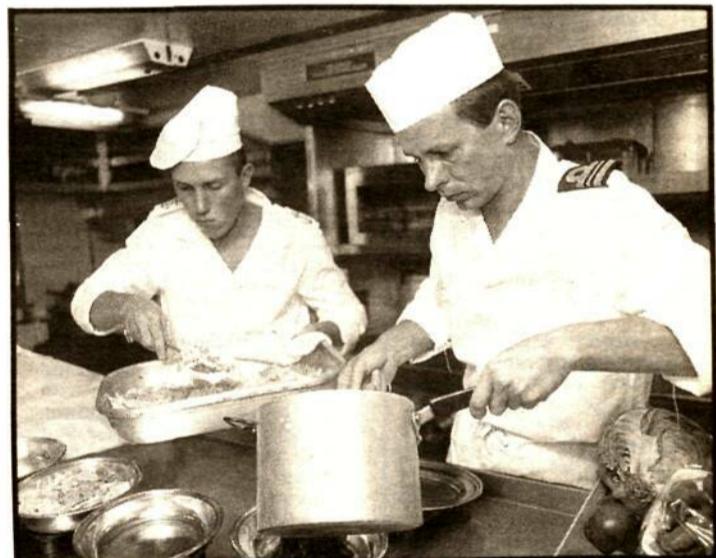
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Adriatic cooking contest

A SUITABLY ethnic menu helped the winning team of HMS Invincible's Pro-Am Cook and Serve Competition held onboard while on patrol in the Adriatic. The team, comprising RPO Jan Harper (Professional Chef and ex LCK), Lieut Steve Parton (Amateur Chef), WSTD Jo Williams (Professional Steward) and RPO Max Boyce (Amateur Steward) impressed the judges with their novel menu which included Bosnian Prawns, Serbian Chicken and Yugoslavian Apple Charlotte.

The competition was run over six days with each team of professionals and amateurs being given just 3½ hours to prepare a three-course lunch for ten people. The only problem was that they were only given the list of ingredients half an hour before cooking was to commence. The judges, WO(STD) Tom Coleman and CPO(CK) Steve Moss declared that the teams had produced meals of extremely high standard and that the final decision was very difficult.

Individual prizes were also contested where 814 Naval Air Squadron made a clean sweep of the amateur side with Surg. Lieut.-Cdr. Mark Groome winning "Best Amateur Chef" and Lieut. Toby Williamson "Best Amateur Steward." The Supply Department's Junior Ratings demonstrated that standards are as good as ever with CK Jock Tate winning "Best Professional Chef" and STD Steve Rea "Best Professional Steward."



Surg. Lieut.-Cdr. Mark Groome and his professional chef teammate LCK Scouse Edwards prepare their three-course lunch in only 3½ hours.

Home and dry — home and away

BIGGER benefits and smaller premiums — that's the happy result of a complete review of the Home and Dry insurance policy first set up for all Royal Naval and Royal Marines Regular, Reserve and ex-Service Personnel in 1980.

Underwritten by Norwich Union and arranged by Christopher Paul Insurance Services, a division of Bain Clarkson Ltd, the package applies whether you are single or married, living in self-contained or shared cabin accommodation, or a home owner living in married quarters or your own house.

It covers not only the civilian contingency risks of household thefts, fire damage, burst pipes and so on — but also loss of kit aboard ship or ashore. While other policies provide worldwide cover on a limited basis, Home and Dry covers your effects aboard ship anywhere in the world, plus up to 60 days when you are on leave ashore in a foreign port.

Add to this the fact that the policy is new for old and includes a fair helping of free insurance — as for loss of oil or metered water (£750) and fridge freezer cover (£300); a 24 hour helpline; £5,000 fatal injury benefit if death occurs to you

or your spouse by fire, explosion or thieves in the home; cover for acts of terrorism; and a personal liability cover of £1m and the package looks to be still more tailor made for Naval needs.

There is a provision for losses or damage in married quarters — including re-decoration costs in the event of fire, for example — and although the main prospectus is for home-owners and tenants there is a separate proposal for single sailors and marines who only require kit insurance — a minimum of £2,000 for £30 a year.

Compared with policies offered by two leading home contents insurers — which do not in any case offer the additional benefits geared to the sailors' and marines' needs — Home & Dry offers savings of between £30-114 or more, depending on your location in the UK.

Cash for a Lott of inventions

NEW rules are being introduced to cover awards made under the Herbert Lott Naval Inventions Trust Fund, so that awards can be made more quickly, whilst the recipient is still in the post in which the suggestion or invention came to be noticed.

From 1st October FOSF, FOSM, FONA, COMMW and CGRM will each be allocated a share of the Trust funds to be awarded within their Commands for the following six-month period, awards being made based on observations or submissions by staff and squadron officers.

Serving personnel not covered by the five abovementioned Commands will still be eligible for consideration for an award, application being made directly to CNSA by an appropriate supporting officer. A pro forma letter for such an application is shown in the DCI.

The DCI also gives two illustrations of basic procedures which might apply typically for Herbert Lott Awards.

Mr Herbert Lott, a great admirer of the Royal Navy, created the Trust Fund in 1930 and on his death in 1948 the residue of his estate was bequeathed to the Fund, its aim to provide awards to "those who shall show marked efficiency or shall contribute in signal degree to the improvement of the appliances of the Naval and Marine Forces."

DCI RN 185/93

Mention in Yugoslavia

PERSONNEL awarded a Mention in Despatches for service in the former Republic of Yugoslavia are to wear their bronze oak leaf directly on their uniform tunic, alongside any existing medal ribbons, and not on the ribbon of the United Nations Protection Force Medal.

DCI GEN 208/93

Suitable subjects for a prize essay

THE prizewinners in the Lieut.-Cdr. Hooper Essay Competition for 1992 are:

- 1st (£150) — WEA App G. M. Hamilton (HMS Ark Royal)
- 2nd (£75) — ALWREN(ETS) S. A. Bennett (40 Cdo)
- 3rd (£40) — A/LWEA J. Pacey (HMS Ark Royal)

Prize money and certificates signed by the Second Sea Lord will be forwarded through Commanding Officers.

The competition takes the form of an essay, between 1000 and 2000 words, and is open to all junior ratings of all branches (including Art.Apps.) and Royal Marines other ranks. Local Acting POs are also eligible.

Essay subjects for 1993 are:

- a. Smoking should be banned in all public places — do you agree?
- b. Write a story involving a private investigator
- c. Write an essay, either narrative or descriptive, with a waterside setting

Closing date for entries is 31 Dec 93

Complete rules and conditions are contained in the DCI

DCI RN 187/93



"From mentions we've had of your services you should be given a fig leaf!"

WRENS ON PARADE

RULES for WRNS participation in ceremonial duties are detailed under three headings — internal, public and state.

Internal — for Divisions and routine minor ceremonies carried out onboard ship or within establishments, WRNS personnel may form part of a mixed division or passing out parade guards, or act as armed ceremonial gangway sentry. Correct rig is No 1 jacket, collar and tie, blue trousers, parade boots and white webbing.

Public — these events include Commissioning/Rededication, Queen's Birthday, Remembrance Day, parades, non-Royal VIPs/Heads of State visits or any parade in the media or public eye. In these events guards are to comprise ratings dressed alike. Unarmed platoons may be mixed but each file of ratings should be in the same rig.

When paraded unarmed in a mixed platoon WRNS ratings' rig is No 1 dress with skirt. Collar and tie is worn with No 1 dress on all ceremonial occasions throughout the year.

State — ceremonial par-

ades for members of the Royal Family, foreign Sovereigns or Heads of State. On these occasions Royal Guards are to be found from men dressed as seamen or from Royal Marines. Unarmed platoons of street liners are not to be mixed, but may be found from RN and WRNS Artificers or WRNS ratings. Rig for WRNS personnel as street liners is No. 1 dress with skirt. Collar and tie to be worn with No. 1 dress on all ceremonial occasions throughout the year.

For WRNS officers, the wearing of swords is approved for Passing Out Parade, BRNC Dartmouth, onboard ships on ceremonial occasions, particularly abroad, and when Officer of the Guard in shore bases.

The Passing Out Parade at BRNC is the only occasion when a skirt is to be worn while wearing a sword; trousers are to be worn on other occasions.

DCI RN 190/93

Lourdes holiday

EACH year the Handicapped Children's Pilgrimage Trust (Royal Navy) takes about 30 children (along with 36 helpers) to Lourdes in the week following Easter.

Personnel serving with the Royal Naval, Royal Marines, Royal Fleet Auxiliary and civilians serving in support, who would like their children considered for a place on the 1994

holiday may obtain details from the Secretary, CPOWren (Tel) S. Cradock, HMS Warrior, Northwood, Middx. HA6 3HS (Tel HMS Warrior ext 200).

She would also be pleased to hear from anyone wishing to volunteer to be a helper for these children to enjoy the holiday of a lifetime.

DCI RN 184/93

NN

Get Wise on DCIs

Scrum for tickets

RUGBY Union fans are invited to apply for inclusion in the draw for Twickenham match tickets for the 1993/94 season.

Serving and retired officers, men and women of the RN, RM, WRNS and QUARNNS are eligible for the draw.

Matches are — England v New Zealand 27 Nov 93, England v Ireland 19 Feb 94 and England v Wales 19 Mar 94. Stand seats cost £30 and £25, with a limited number of £18 and £10 (rings and standing). Maximum of two seats per applicant; closing date to apply is 14 Oct 93.

Apply to the Secretary, RN Rugby Union, HMS Temeraire — for full details see the DCI. DCI RN Announcement 3 Sept



"More comfortable it may be, but we still prefer you in the uniform cap!"

Distinctly green sleeves

AUTHORITY has been given for DGST(N) civilian staff embarked in auxiliary oiler replenishment and fleet replenishment ships to wear uniform.

The temporary ranks allocated to them will accord with their military equivalents, with uniforms as for Naval Officers, but with green distinction cloth.

Initially uniforms will be provided for non-industrial staff only.

DCI GEN 215/93

FOREIGN SERVICE COMMEMORATIVE

Service Commemoratives Pty. Ltd., is proud to announce the release of a commemorative for foreign service, to be available to all qualified British Commonwealth ex-servicemen and women and to Civilian Volunteers. (Police, Fire Service, Essential Services, Coast Guard, Merchant Navy, Ambulance, Red Cross, etc.)

This medal is to commemorate overseas service that has not been recognised by any award.

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The medal's beautiful ribbon represents the colour of the eastern sky when the sun rises without a cloud, crimson falling into gold, and gold into blue. (Ribbon colour sequence is from left to right: crimson, white, gold, white, blue.)

Although this commemorative is often displayed without any clasps (bars), individuals and organizations may have specially made clasps (bars) — minimum order of 25 — to recognize specific service. These clasps (bars) can be attached and riveted to each other and to the medal suspender assembly. Clasps are made from silver & cupronickel, and are of a similar construction and assembly type as used on the various General Service Medals.

This is a Commemorative - and like all other commemoratives it is unofficial. In civilian dress this Commemorative should be displayed after or below Official Awards.

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Runners set the pace

FOLLOWING 10 months of training CPO(EW)(O) Gilly Gilchrist successfully completed the RN Marathon Championship — his first marathon — in the respectable time of three hrs 46 mins and managed to raise £450 for the British Ex-Servicemen's Wheelchair Sports Association (BEWSA).

FOST Rear Admiral John Tolhurst is pictured, right, with CPO Gilchrist presenting the cheque to former LS(D) Mike Martin.

Meanwhile a team from HMS Collingwood's Sick Bay, along with four of the physical training staff (below, right), took part in

the Clinicare Transplant Relay, organised to make people aware of the benefits of transplants and of carrying donor cards.

The relay began at Exeter and ended on Tyneside, with the Collingwood team joining the run at Fareham and covering their eight mile run to Portsmouth Guildhall Square in one hr six mins.

Pictured before the event started are, back row, from left, LPT Wakefield, MA Ward, LWEA Atkinson, Surg.-Lieut. Howden, Surg.-Cdr. Fox and CPOMA Parkinson; front row, from left, LMA(Q) Hart, POWRNPT Lindsey, LPT Hughes and POPT Clifton.



WALK THIS WAY



PERSONNEL from HMS Daedalus put their best feet forward when they took part in a sponsored walk in aid of the NSPCC.

The team of walkers covered 162 miles across Britain, from Bridlington to Blackpool, in just five days covering, on average, 35 miles a day.

CPO Kev Sargent, AEM Screwy Driver and Lieut. George Morrison, along with Capt. David Newberry, are pictured presenting the cheque for £850 to Sarah O'Connor. The remaining walker, CPO Pete Matthews, was absent due to a draft to HMS Southampton.



Helping Hands

Pioneer spirit is alive down south

AS the only RN exchange officer serving with the US Oceanographic Office down in the "swamps" of Mississippi, Lieut.-Cdr. Richard Labone doesn't get many chances to "fly the flag."

However, he provided a formidable RN presence when he took part in a 150-mile sponsored cycle-ride in aid of Multiple Sclerosis and, by following the route of the old pioneers along the historic Natchez Trace Parkway, he raised £350. His wife Joanna also gave a helping hand by serving food and drinks to some of the 300 participants.

clear a badly overgrown and rutted bridleway on the site of an old Roman road between Blwch and Pennorth.

□ □ □

HMS Bulldog, the survey ship affiliated to the town of Ramsgate, has adopted the Ramsgate branch of Age Concern and members of the ship's company raised over £1,000 by taking part in a sponsored cycle-ride from Plymouth.

□ □ □

Personnel from COMMSEN Fort Southwick raised £511 for the St Thomas Research Unit for the Ticking Heart (STRUTH) by taking part in a sponsored row using a mobile rowing machine.

□ □ □

Officer Cadets and IST staff took time off from their Initial Sea Training in HMS Nottingham to help the wardens in Brecon Beacons National Park

The last two classes of Weapon Engineering Mechanics in HMS Collingwood marked their departure with a flurry of fund-raising activities. WEM(R) 202 and WEM(O) 202, under the watchful eye of CPO Paul James, one of their instructors, visited Romsey's Cuperham County Infant School and cleared the playground of old paving slabs and low walls with

the daughter of Lieut.-Cdr. Dave Hambrook, Lucy, who suffers from Cerebral Palsy.

□ □ □

Despite a reduction in the number of performances RN, WRNS, RNR and Sea Cadet Staff on the RN stand at this year's Royal Tournament collected the record sum of £3,336.16 for KGFS. They were assisted in their endeavours by JEM the Robot.

Teams arrive on the double

SORE feet and aching limbs were soon forgotten when two teams of cyclists and runners from HMS Montrose were given a rousing welcome in their adopted town of Montrose. The ship's company had taken part in the sponsored run and cycle from Glasgow to Forfar and Montrose and raised £1,000 in aid of Dorward House, a residential home for the elderly.



IT'S SHEER WILL POWER THAT KEEPS US GOING.

Leaving something in your will to the Sea Cadets (an independent charity) brings so much to girls and boys across Britain. Fun, friendship, teamwork, discipline and sport are all part of a cadet's life. For an informative pack on wills and donations, contact the Membership Secretary, Room NN, The Sea Cadet Corps, 202 Lambeth Road, London SE17JF.



Telephone
071 401 8510.
Reg. Charity 306141

THE SEA CADETS

LEAVING US A LITTLE HELPS A LOT.



Eddie becomes village 'Chief'

DURING their work as United Nations Naval Observers in the Cambodian port of Sihanoukville, CPO OPS (M) Eddie Seaborne and his colleagues from the New Zealand, Phillipines and Uruguay Navies have made friends with many of the local villagers during the daily patrols they make through their areas.

In the course of one patrol they came across an emaciated and obviously very sick baby boy, weak from malnutrition and dehydration. The diagnosis by a hastily-summoned doctor from the nearby French UN battalion was that without treatment he would have died within a few days.

Happily, baby Peron is now well on the way to recovery, thanks to the continued interest of Eddie and his team-mates, who buy him the glucose and dextrose from the local market, and medicines to combat the vitamin deficiency from which he is suffering.

In the same fishing village of Tomnoprrolorl, the team also help out in the local school with lessons in English and in basic hygiene, and recently gave a hand helping to build the village restaurant, now successfully up and running in the capable hands of Amoy.

Above: CPO OPS(M) Eddie Seaborne (he really has a way with kids!) is pictured with his New Zealand colleague PO Tony Green outside the village restaurant run by the smiling proprietor Amoy, (centre).

UNLUCKY BREAK

AS part of their fund-raising efforts, members of the latest Officer of the Watch course, X4, took part in a sponsored parachute jump at the RN and RM SPA Dunkeswell to raise money for the Queen Alexander Hospital, Portsmouth.

With T-shirts and hats kindly donated by Castlemaine XXXX (the course beer!) the team took to the air on a warm Sunday morning.

Of the four jumpers, all were successful in their 2,500 ft. descent, except for Sub-Lieut. Steve Monk who, despite a day of practise and training instruction, managed to land badly and break his left leg.

"It was typical that if you jump for a hospital, you're going to end up in one," he commented.

Through this and other fund-raising efforts the course raised almost £400 for the QA.

GOSH, what a donation!



PICTURED inside Great Ormond Street Hospital's new shop, named in recognition of the WRNS £21,000 donation to the Wishing Well Appeal, are, from left, Lieut. Sally Prendergast, from DPR(N), Commandant Anne Spencer, Director WRNS, and Cdr. Maggie Robbins, Deputy Director WRNS.

Operation Jingle Bear, the name chosen for the WRNS fund-raising campaign, involved personnel on service in the USA, China, Gibraltar, Hong Kong, Italy and Portugal as well as those serving in establishments in the UK.

The money was raised in a multitude of ingenious ways including sponsored parachute jumps, bike-rides, assault courses, walks and discos. Two Wrens even dressed up as Billingsgate Fish Porters and were sponsored to move five tons of shell fish through the market!

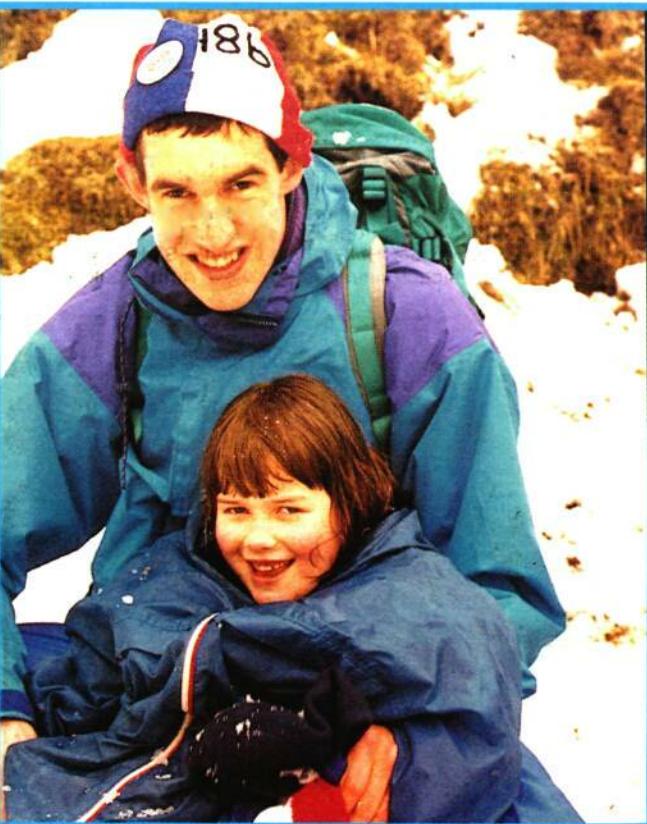
NN Helping Hands NN

Trust in us!

CHILDREN with special needs can often be demanding on parents but an organisation exists within the RN to provide a tailored holiday for such children.

Under the auspices of the Handicapped Children's Pilgrimage Trust (HCPT) a volunteer group of naval personnel take the children to Lourdes. The RN branch of the HCPT is supported by fund-raising and donations from naval welfare organisations and helpers are funded through sponsorship from their parent ships and establishments and from their own pockets.

If you think your child might enjoy such a holiday or would like to help by fund-raising or volunteering as a helper contact one of the following: HCPT(RN) Secretary, CPOWRN Sue Craddock, HMS Warrior, ext. 200; POENG Gary Wright, HMS Nelson, ext. 24158; WOMEN(L) Peter Riley, HMS Raleigh, ext. 41457; LWRENQA Sharon Connell-Malcolm, HMS Cochrane, ext. 62477.



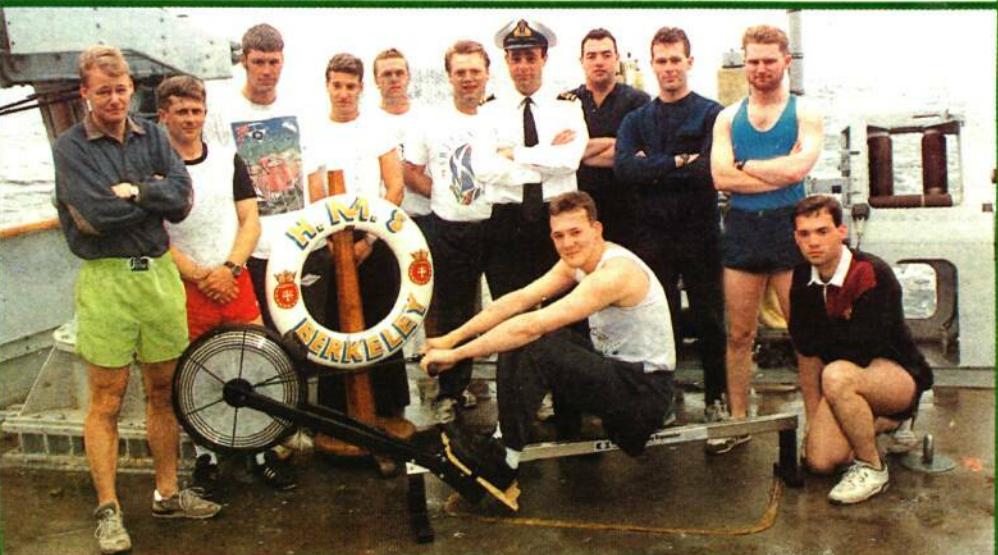
Enjoying the snow during the 1993 pilgrimage are CK Paul Haslingden, from RN air station Culdrose, and Becky Hickingbottom.

Berkeley rows the boat ashore

WHILE en route from Rosyth to Campbeltown HMS Berkeley held a charity row to raise money for MENCAP. The ship's company divided into five inter-mess teams of six oarsmen, each rowing for the fastest time over a set distance of 1,000m, totalling three and a half miles per team.

After much blood, sweat and tears, the Wardroom proved to be the winning team by completing the distance in 22 mins. The fastest rower over 1,000m was LMEM(L) Holt with a time of three mins 13 secs.

Over £700 was raised during the event for the Stroud and District Homes Association (MENCAP) in Berkeley, Glos.



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Sun sets over Mercury

A CHAPTER of Royal Navy history came to an end last month when, after 52 years, HMS Mercury, the Royal Navy's School of Communications Training, closed.

Leydene House, in the heart of the Meon Valley, Hampshire, was requisitioned by the Admiralty in June 1941 when the bombing of the dockyard in Portsmouth made its presence there untenable and in August of that year it was commissioned as HMS Mercury.

The first 300 trainees to join Mercury were obliged to sleep in tents and, unfortunately for them, 1941 proved to be a particularly wet summer! However, Nissen huts were rapidly constructed before winter arrived, and facilities were vastly improved.

Since then there have been several major building programmes and in 1977 the Navigation School moved from HMS Dryad, giving Mer-

cury more facets of the Operations Branch to train.

Although HMS Mercury's history at Leydene is relatively short, there have been many distinguished visitors and students.

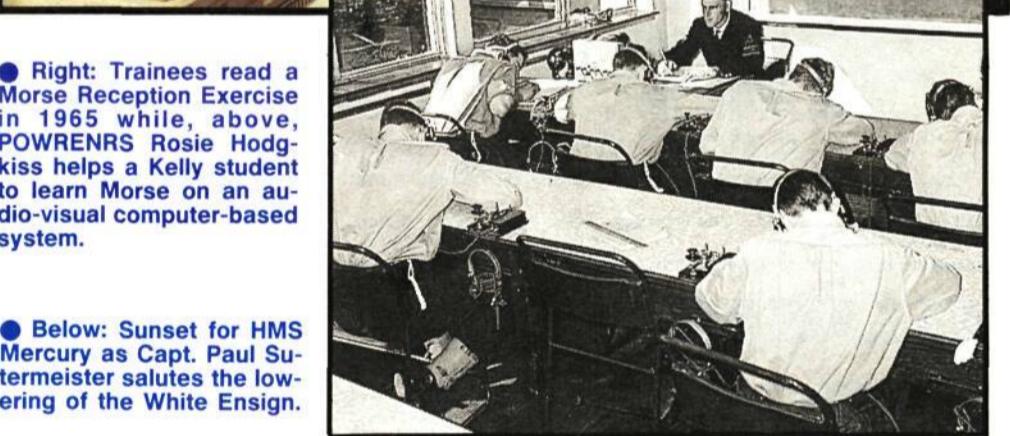
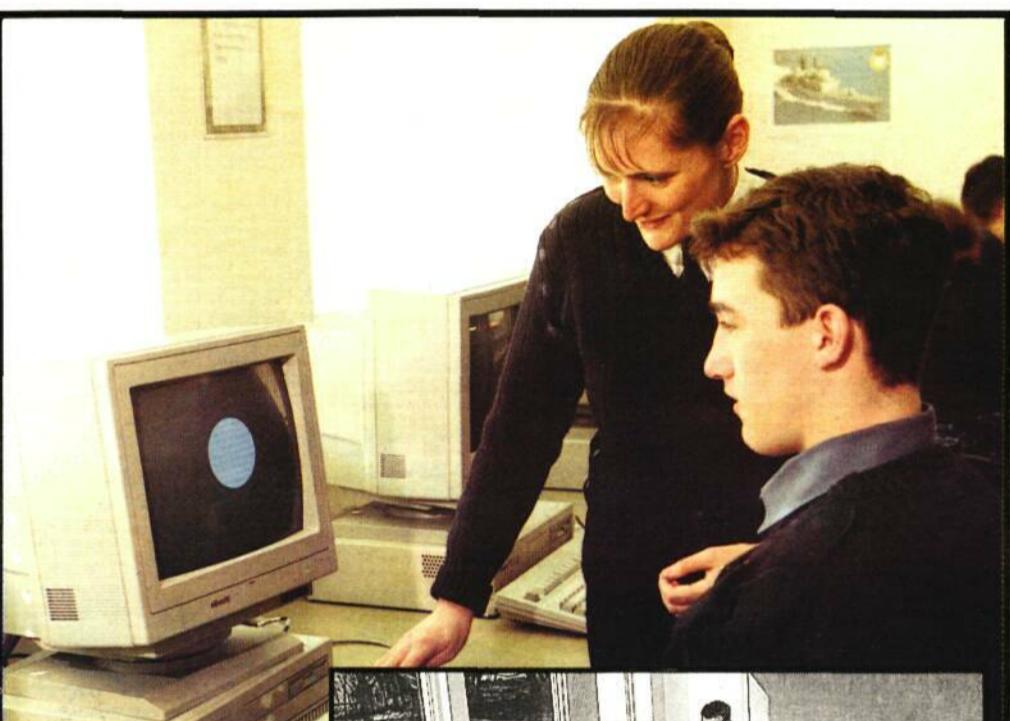
In 1972 the Basic Communications Training Section was given the name of Kelly Squadron after HMS Kelly, the war-time command of Earl Mountbatten of Burma, who had personally requested that the squadron be so named.

Earl Mountbatten, himself a Communicator, visited HMS Mercury and the Squadron many times and that particular link has continued to the present day in the form of a liaison between the squadron and the Kelly Reunion Association.

With the closure of HMS Mercury, the Navigation training department has moved back to HMS Dryad and Communications training moved to HMS Collingwood.

● Above: Earl Mountbatten inspects Divisions in 1975.

● Left: Leydene House, which became the Navy's Signals School in 1941 and which was HMS Mercury's Wardroom.



● Right: Trainees read a Morse Reception Exercise in 1965 while, above, POWRENRS Rosie Hodgkiss helps a Kelly student to learn Morse on an audio-visual computer-based system.

● Below: Sunset for HMS Mercury as Capt. Paul Sutermeister salutes the lowering of the White Ensign.



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Free gifts as Lancaster celebrates

IN A unique ceremony which made Royal Naval history HMS Lancaster and HMS Trafalgar were granted the Freedom of the City of Lancaster in a joint ceremony.

As part of Lancaster's 800th anniversary of its Royal Charter, the two affiliated ships were given the Freedom of the City by the Lord Mayor Cllr. Mrs Joyce Taylor, in a ceremony held at Ryelands Park.

Two hundred and fifty men from both ships, along with the Band of the Royal Marines Lymington, were on parade and during the ceremony Cdr. Mark Sloan, of HMS York, and Cdr. Bill Beatty, of HMS Trafalgar, took the oath of a Free Citizen on behalf of the ships' companies.

The parade was followed by a Service of Thanksgiving at the Priory and Parish Church of the Blessed Mary after which the Colours and the Freedom

of the City Scrolls were paraded through the busy city centre, escorted by the Guard of Honour and four platoons of ratings. The march through Lancaster culminated at the Town Hall where the salute was taken by the Mayor.

HMS Lancaster, the latest operational Type 23 frigate, completed Operational Sea Training at Portland and a JMC north of Scotland. HMS Trafalgar, meanwhile, is undergoing refit at Devonport.

The Type 42 destroyer, HMS York, has also made a visit to her affiliated town to exercise the ship's right of Freedom of Entry to the City of York.

P0AEM Don Philpott, LS Jim Alexander and LS Stan

Stannistreet made up the Colour Guard while the whole parade was led by HMS York's First Lieutenant, Lieut.-Cdr. Fergus Gillanders.

Outside the repaired South Transept of York Minster, damaged during the fire of 1984, the salute was taken by the Lord Mayor Cllr. Mrs Anne Reid, accompanied by the ship's commanding officer, Capt. Paul Stone and the Sheriff of York, Mr David Howell.

After the march past the ship's company attended an Act of Worship in the Minster conducted by the York's honorary chaplain Rev. Canon Ralph Mayland.

Having completed duty as the Royal Escort to HMY Britannia during the Queen's Western Isles cruise HMS York departs for the Dutch Navy days in Rotterdam and then participates in a NATO exercise, Exercise Elder Joust. The new year sees the ship going into refit in Rosyth with a base port change from Rosyth to Portsmouth in September 1994.

● Above: The Guard of Honour parade through the streets of Lancaster.

● Right: Pictured reading up on HMS Lancaster's 800th anniversary are, from left, AMEM(M) Mark Stephenson, from HMS Lancaster, CMEM(M) Keith Guest, also from HMS Lancaster, and AB Polly Parrot, from HMS Trafalgar.

Pictures by LA(Phot) Steve Wood.



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WHILE alongside in King George IV Dock in Hull, members of HMS York's ship's company visited the Nestle factory.

There Capt. Paul Stone, LWEM (now POWEM) Donald Mitchell and WEM Lee Rhodes were presented with the traditional Yorkie Bar from Mr Ade Upton and Mr Graham Millar, managing director of Nestle York.

The company has always been an active supporter of the ship, particularly during her recent Armilla and Adriatic deployments.

With York some 40 miles from Hull it was difficult to ensure as many people as possible came to see their adopted ship but when she was open to visitors over 1,000 people toured the ship in the space of only two hours.

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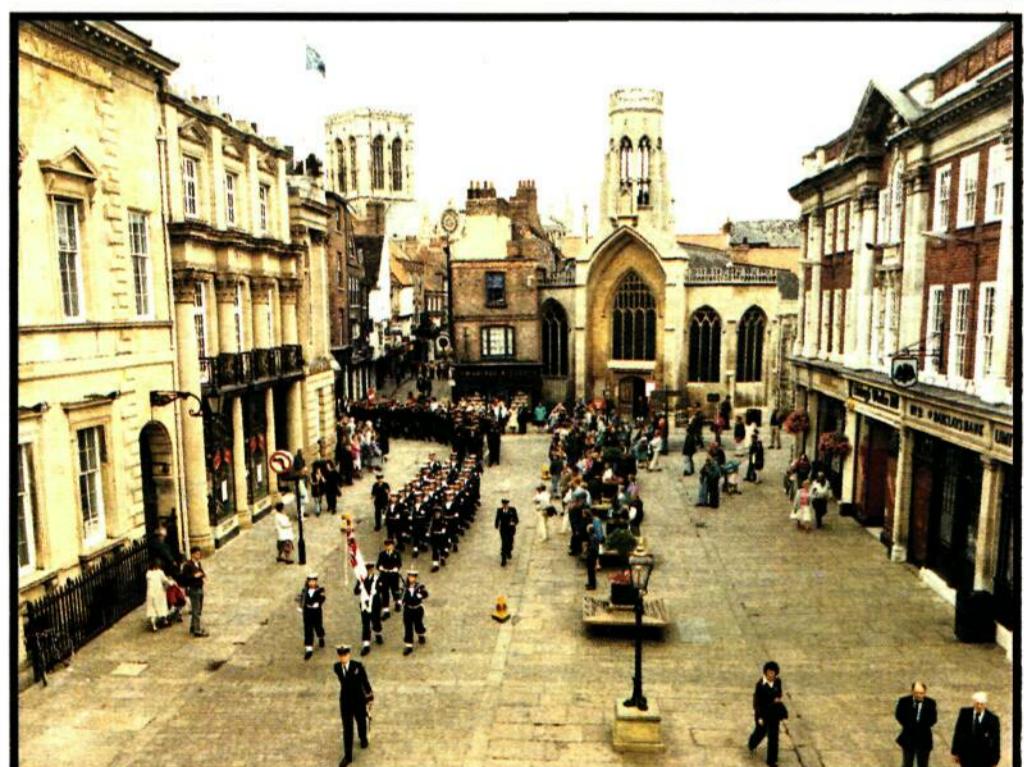
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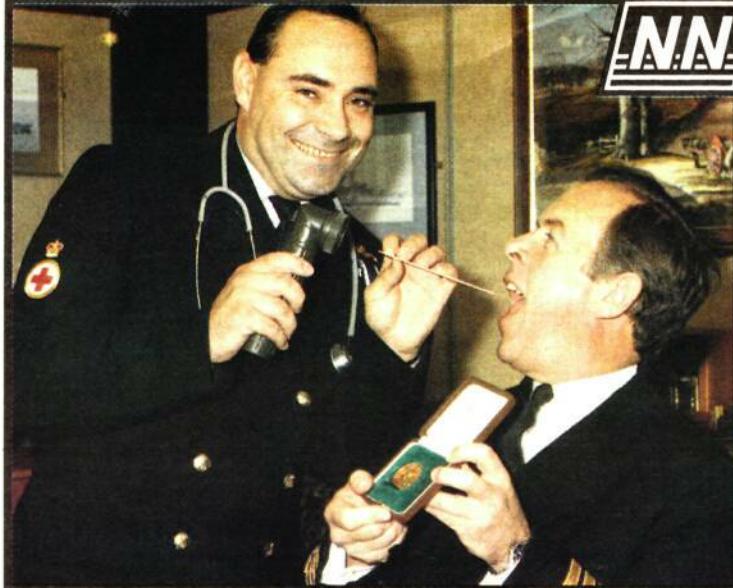


● Above: The choir stalls are filled in the Minster by HMS York's ship's company during a service conducted by Rev. Canon Ralph Mayland.

● Below: The ship's company, led by Lieut.-Cdr. Fergus Gillanders, march from York Minster through St. Helen's Square.

Pictures by LA(Phot) Tony Power.





Paul couldn't feel better!

SHOWING due deference to his truly excellent Sick Berth Petty Officer is the commanding officer of HMS Active, Capt. Chris Beagley. For POMA Paul Fitzpatrick has won the Sick Berth Petty Officer's Efficiency Medal for outstanding work throughout his naval career. He joined the Royal Navy in 1976 and has served in HM submarines Sceptre, Churchill and Resolution.

Picture: LA(Phot) Graham Meggitt



RACHEL'S TICKET TO RIDE

AMONG the three £5 raffle tickets bought by Wren RO Rachel Davidson on board HMS Ark Royal was the one that won her a Rover 214SI.

She's pictured in the driving seat receiving the registration documents from Mr Garry Todd of Natocars, the company sponsoring the raffle.

Rachel, who only had an elderly Ford Escort before the last deployment, said she was not yet over the novelty of possessing this beautiful new set of wheels.

"I've done nearly 4,000 miles, been just about everywhere. I take my friends to the pub, shopping, wherever they want to go," she said.

Picture: LA(Phot) Tony Power



This little pig stays home

WILLIE the pig is the pampered pet of the team of United Nations Naval Observers based at Kampong Chhnang in Cambodia. He's pictured in the tender care of Lieut. Keith Taylor.

Said Keith, "Pigs are actually jolly intelligent. Willie comes running when you call his name and if he's locked out of the compound he'll squeal and squeal till he's let back in."

Before his present post, Keith served in the nuclear submarine HMS Repulse.

Navy News

HMS SOUTHAMPTON

Built in Southampton by Vosper Thornycroft and launched by the city's Lord Mayor in 1979, the Type-42 destroyer HMS Southampton has strong links with her namesake "home-town". The 3,580 ton warship has a complement of 266 men and women. A frequent visitor to the Gulf on Armilla Patrol duties, last year she practised her air defence role off Singapore in exercises with the Australian, Malaysian and Singapore Navies.

1	9	17	25
2	10	18	26
3	11	19	27
4	12	20	28
5	13	21	29
6	14	22	30
7	15	23	
8	16	24	

SEPTEMBER

PORT SUEZ

The Egyptian town of Port Suez is situated at the southern end of the Suez Canal at the head of the Red Sea. It has long been a familiar sight to Royal Navy warships making the 100-mile transit of the canal on their way from the Mediterranean to the Far East, or, more frequently nowadays, to take up duties on the Armilla Patrol in the Gulf.

ROYAL NAVY SEE THE WORLD. DIFFERENTLY.

SHIP TO SHORE

This year's calendar once again features a fine selection of photographs of a wide range of current Royal Navy ships. Taking up the theme of "See the world. Differently", accompanying these pictures are views of the ports, scattered world-wide, which the ships have visited in the course of their operational duties.

This colourful calendar, printed on fine-grade paper, wire bound at head, with high quality varnished cover and informative text is available from

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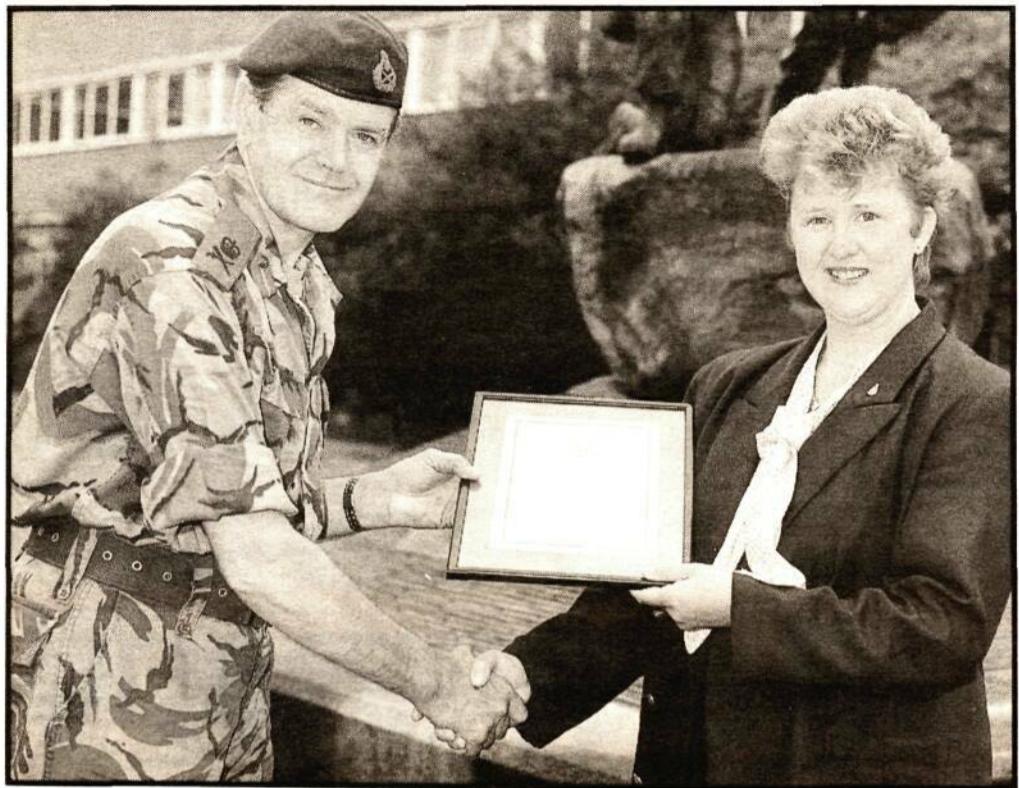
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Navy News
CALENDAR 1994

People in the News

NORMA: A FRIEND INDEED



OUTSTANDING compassion and understanding marked Chief Wren (FS) Norma Allen's dealings with the families of Royal Marines who had died. Now those qualities have been recognised in the award of a Commendation by the Commandant General Royal Marines, Lieut. General Robin Ross.

Norma has worked with the Corps for five years, the last two at the Commando Training Centre, Lympstone, but her Royal Navy service totals 18 years overall. She is pictured receiving her award.

Regional director

FORMER Royal Navy captain Peter Bryan has been appointed by The Missions to Seamen as the regional director for fundraising in the south.

After commanding submarines in the Navy, Peter joined the RN Presentation Team. More recently he has worked in the Ministry of Defence. As well as being chairman of Worthing Sea Cadets he enjoys amateur dramatics and photography.

The Missions to Seamen is the Anglican Church's ministry to seafarers and its chaplains work out of more than 300 ports around the world. They visit ships and hospitals, provide help in emergencies and disasters and work to combat injustices such as unpaid wages and unsafe ships.



THE WEIGHT OF OFFICE!

CDR. Peter Jones takes the weight — of Commander's Assistant Lieut. Siobhan Leigh — as Executive Commander HMS Sultan.

He has succeeded recently promoted Capt. Peter Swan. Quote: "The power behind the X."



A STOKERS' expedition to the Caparaó National Park, Brazil, has earned its participants the Bullaway Trophy. The party from HMS Herald, led by LMEM(L) David Anderson, received the award from Cdre Taylor, Devonport Deputy Naval Base Commander.

David's second in command was LMEM Steve Irving. The group's itinerary involved hiking, climbing Pico de Bandeira (2,890m) and exploring in and around Cachoeira Bonita (the Beautiful Waterfall).

Pictured disappearing into the misty heights are (clockwise from left) CKs Rhys Locke and Warren Dimond (the First Aiders), MEM Chris Harris, MEM Malcolm Clarke, MEM David Hamer, MEM David Moy and LMEMs Anderson and Irving. MEM Tim Clark was the man behind the camera.

BOOM BOOM

WARRANT Officer (Survey Recorder) Bernie Scrivens, who has retired from the Royal Navy after a career stretching back to February 1959, was the last serving member of the old Boom Technician Branch and the Navy's most senior survey rating.

BRUSH WITH FAME

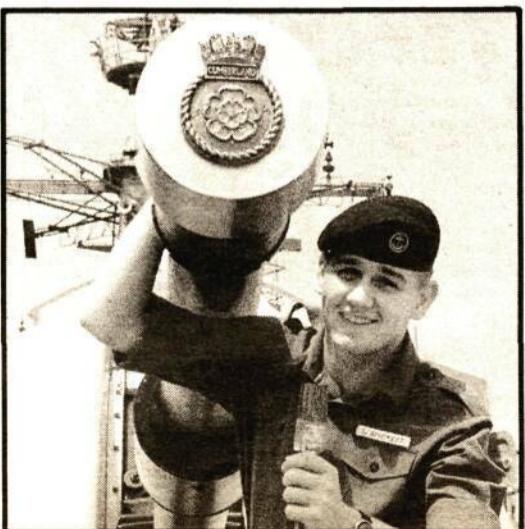
AB Steve Spickett showed a nifty turn of speed with the paint brush during HMS Cumberland's 17-day visit to Tampa, Florida.

He was the star of the day when he featured in full glorious colour on the front page of the Tampa Tribune after local media and a BBC film crew covered a prestigious sales promotion in aid of industries in Cumbria, the Type 22 frigate's affiliated county.

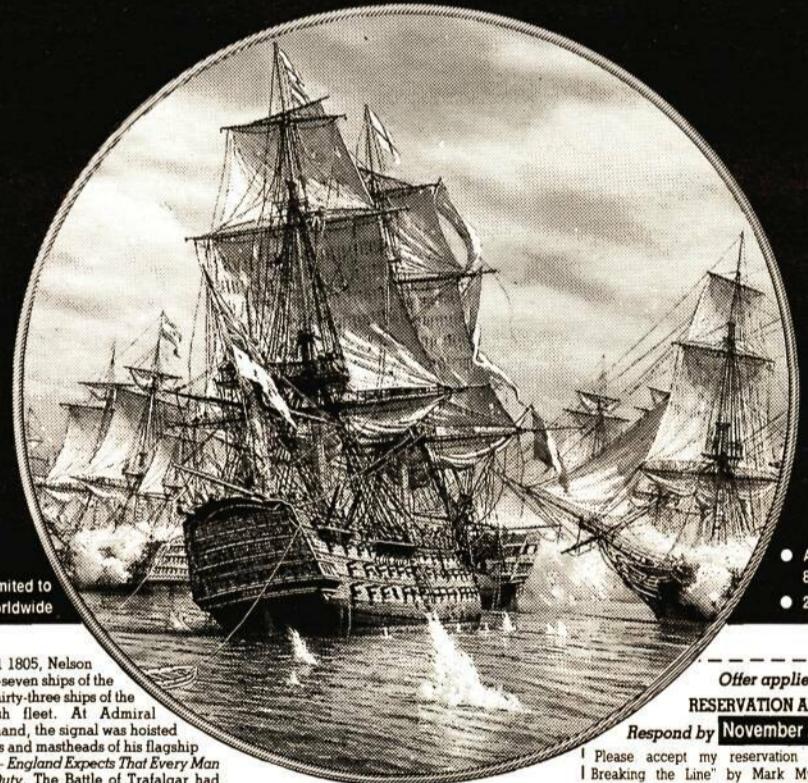
Attended by American businessmen, the promotion included displays, Cumbrian food tastings and video presentations — and was very successful. It was the first enterprise of its type for a Royal Navy ship and took place after the Workington-based Cumbria Marketing Initiative approached the Cumberland's CO, Capt. Derek Anthony.

During the maintenance period, members of the ship's company took time to visit the Disney attractions in Orlando and Gulf of Mexico beaches. Afterwards, the Cumberland resumed her duties as West Indies Guard Ship.

Picture: David Harris



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Search on for Falklands families

RELATIVES of seafarers who died during the Falklands' War are invited to attend the inaugural dedication of the Falklands Chapel on Oct. 24.

Set, appropriately, on board HMS Plymouth, Birkenhead, the ship in which the surrender of the occupying forces of South Georgia was signed, the chapel is the first floating memorial to sailors lost during the campaign.

Anyone interested in attending the service should contact Mrs B Fenlon, Friends of the Historic Warships, HMS Plymouth, Dock Road, Birkenhead, Wirral L41 1DJ as soon as possible.

Fishermen at sea with Navy

A GROUP of fishermen from Seahouses in Northumberland, spent a day with the Navy in Rosyth on a visit designed to foster friendship and a greater understanding between the two groups.

The morning was spent out on the River Forth, on board the offshore fishery protection vessel HMS Leeds Castle where the visitors were able to watch various naval manoeuvres, including the operation of Sea Riders, the small craft used in boarding operations.

This was followed by a tour

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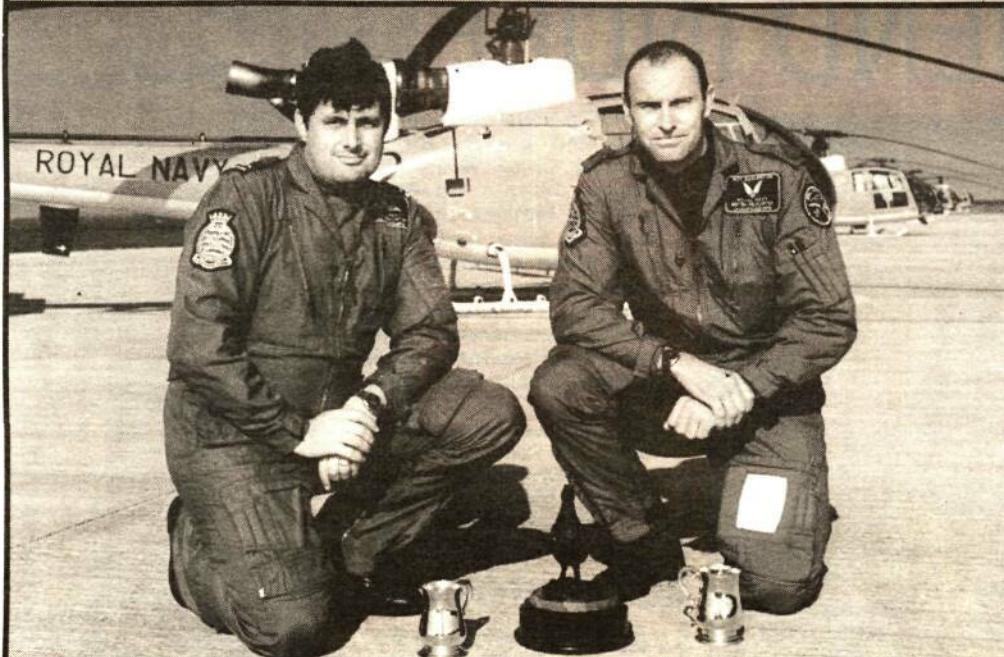
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Successful summer for helo team



A CREW from 705 Sqn. at RN air station Culdrose, flying a Gazelle helicopter, have just completed a successful season of competition.

Lieut. Bob Hubble, left, and CPOACMN Roy Eggleston competed in the British Helicopter Championships at Newbury and came away with the Famous Grouse Trophy in the slalom and precision flying rescue event, beating 19 other teams.

Flying prowess

Their precision flying prowess was also on display at Middle Wallop, Wilts., where, competing against other military teams, they won the Helicopter Challenge, demonstrating slalom, bomb drop and balloon bursting skills, techniques which have a serious side when applied to honing flying skills for Search and Rescue.

Both aviators have also made a bid for TV stardom — they were filmed putting their Gazelle through its paces as part of the London Weekend Television programme "You Bet". The show is being broadcast later in the autumn but details are being kept "top secret" until then!

Picture: LA(Phot) Richards

Support command gathers at Bath

ONE of the results of a project, set up in mid-1990, to study the workings between the Controller of the Navy (CofN) and Chief of Fleet Support (CFS), is the formation of a new Naval Support Command (NSC) which is due to be implemented in April next year, bringing together, for the first time, support functions currently dispersed among CofN, CINCNAVHOME, CFS and CINCFLEET.

The new NSC will have a mix of new and existing Directorates including:

- Director General Fleet Support (Equipment and Systems) which will bring together Director General Marine Engineering from the SSC, with the in-Service weapons project staff from Portsmouth and Portland, some Fleet Engineering Staff and most of the Specialist Engineering Stores Directorate from DGST(N).
- Director General Fleet Support (Ships), consisting of the former Ship Refitting Organisations together with in-Service ship and submarine project elements transferred from the Sea Systems Controllerate and some members of the Fleet Engineering Staff.
- Director General Supplies and Transport (Naval), continuing in his existing role in the material management of stores and equipment, food, fuel and the provision of transport.
- Director General Aircraft (Navy) responsible for the cost-

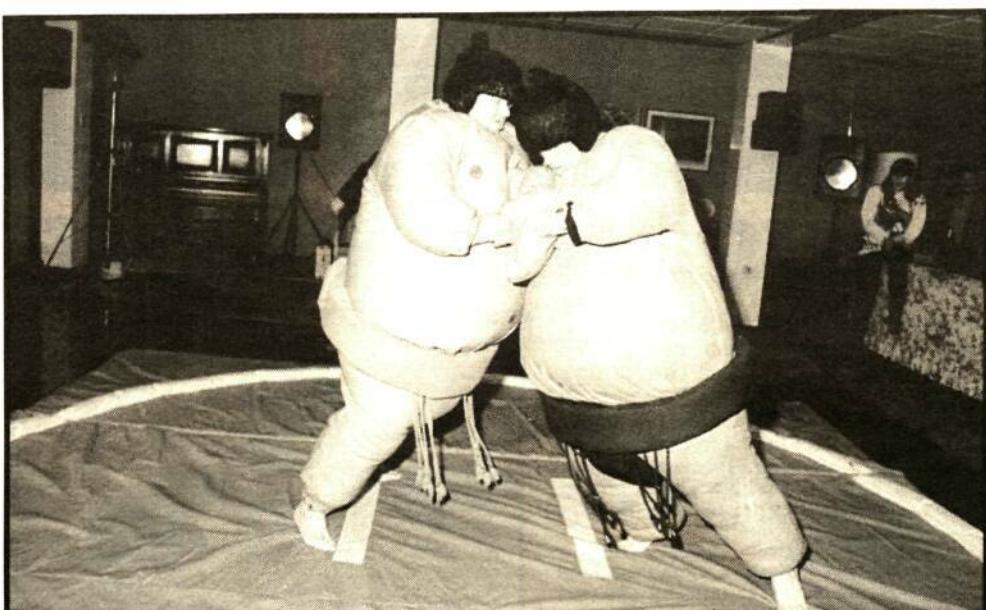
effective support of naval aircraft, tri-service helicopters and their aero engines.

● Hydrographer, the Hydrographic Office, a Defence Support Agency, responsible for the Defence Charting and Marine Science requirements specified by the MOD Defence Hydrographic Products Requirement Group and also the provision of charts and publications for sale world-wide.

The new headquarters for the NSC will be located in the Bath area where some 75 per cent of the staff of the new headquarters already work.

Some FOSM and ex-Fleet Engineering Staff moved to Bath at the beginning of this month and CFS and his London staff will relocate there in April next year.

SUPER SUMO FOR STUMPER TROPHY



STRUGGLING to get to grips with each other are, from left, WO Florrie Ford (WOs' and SRs' Mess President) and Cdr. Rod O'Connor (Wardroom Mess President) who started off an hilarious evening's entertainment in HMS Raleigh.

The two men were wrestling for the Stumper Trophy competed for each term by the Senior

Rates and the Wardroom. Jousting, crazy golf, Twister and golf are just a few of the games played for in the past but this term the Senior Rates donned their Sumo outfits and posed a formidable challenge in the ring.

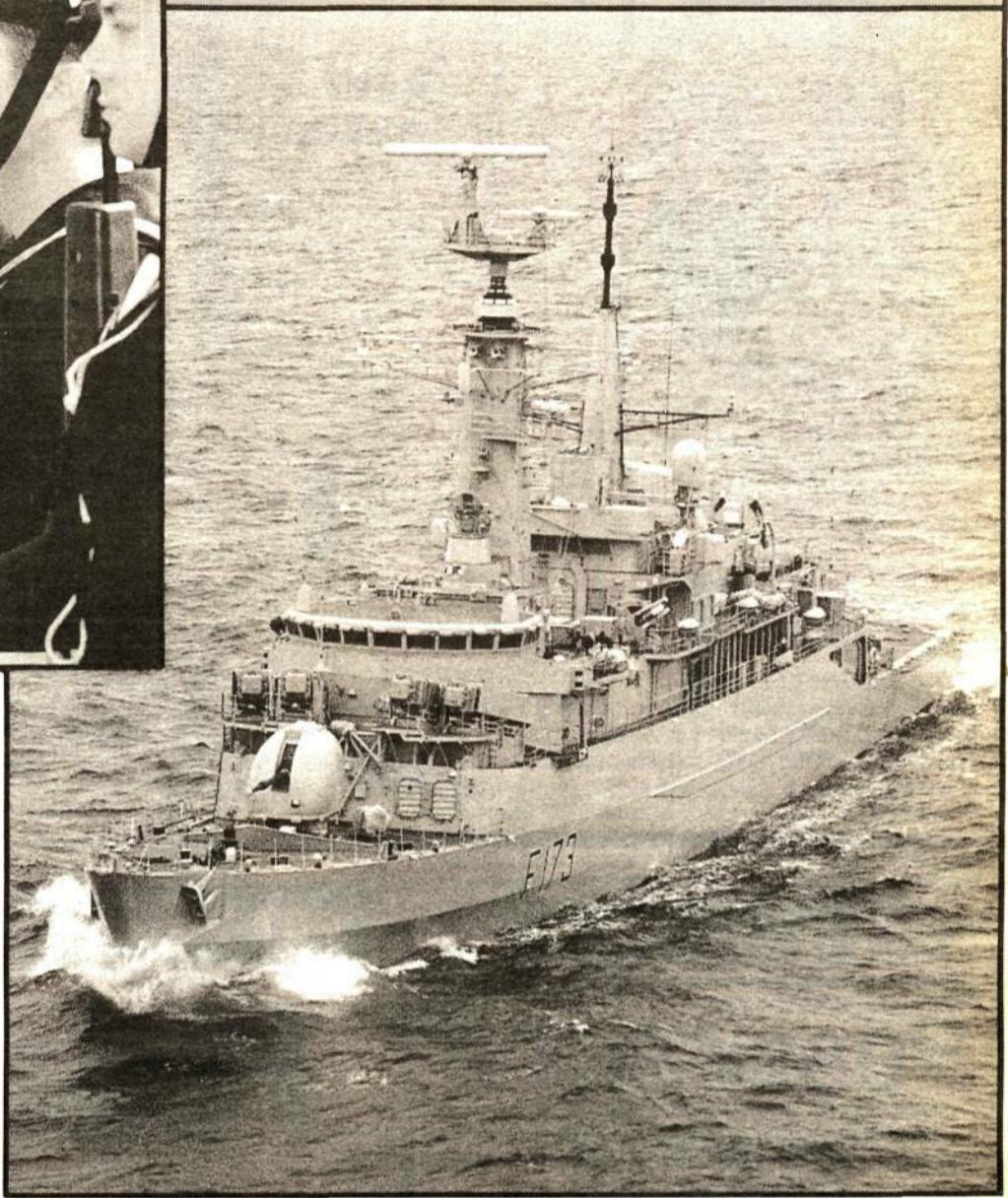
However, the Wardroom proved to be no pushovers and won the event in a close-run finish.

**Photographs:**

Left, The Mayor of Sunderland, Cllr. Bryan Charlton and the Commanding Officer of HMS Arrow, Cdr. David Gurdall, share a joke with the Colour Guard during the inspection.

Below, HMS Arrow off Sunderland.

Pictures: Sunderland Echo



Farewells for Arrow

SUNDERLAND'S adopted warship, HMS Arrow, flew the flag of the city as she entered the port for the last time — the port where, in July 1976, she was first commissioned.

The Mayor of Sunderland, Cllr. Bryan Charlton, flew out to join the ship to enter port and, later in the visit, he took the salute as the ship's company, colour guard and CinC Fleet's Royal Marines Band marched through the city's streets, exercising their Freedom of the City.

There then followed a reception for the ship's company, hosted by the City Council, and a farewell flypast by the Red Arrows aerobatic team, also affiliated to HMS Arrow.

The ship's charities took the last opportunity to present cheques to their adopted causes in the city — the Sunderland Society for the Mentally Handicapped, Sunderland and District Association for Spina Bifida and the local branch of the Guide Dogs for the Blind Association. The ship's flight

called on the local hospital to present a goodbye cake.

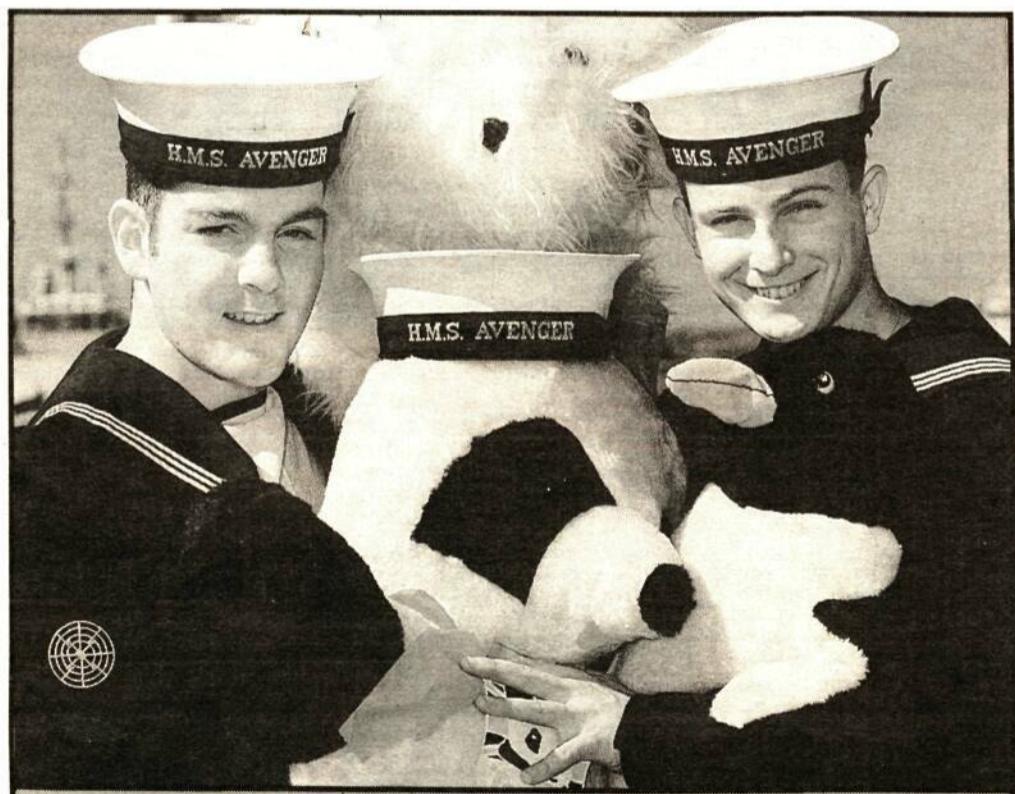
That evening ex-commanding officers of HMS Arrow attended a dinner on board and a special presentation was made to the ship's laundryman, Mr. Tao, in recognition of his 18 year's service in the ship.

The visit was one that the people of Sunderland took to their hearts, with large crowds cheering during the marchpast ceremony, and a very successful last open-to-visitors day.

As she left her "home town" the jetty and breakwater were

lined with many well-wishers and the ship sailed amidst the sounding of horns and ringing cheers. A fitting end to Arrow's long association with the City of Sunderland.

Despite all these farewell ceremonies, HMS Arrow is not yet ready to bow out. She continues her operational role during the autumn in a number of exercises and trials, returning to Devonport in December, to pay off early in the new year before being transferred to the Pakistan Navy on 1st March.



HMS AVENGER, Type-21 frigate and sister-ship of Arrow, is meanwhile visiting further afield, to the Russian port of Novorossiik, Odessa in the Ukraine, Constanta in Romania and Varna, in Bulgaria.

At Novorossiik the ship's company will be joining in celebrations to mark the 50th anniversary of the city's liberation in the Second World War, the 150th anniversary of the city's foundation and the 300th anniversary of the Russian Navy.

Avenger is carrying with her beds, medical supplies and a cargo of cuddly toys for the local hospital and orphanage, following a charity appeal in Plymouth, twin city to the Russian port.

Picture above — ABs Jamie Dougan (left) and Ash Hallwood with some of the toys destined for Russian orphans.

Picture — LA(Phot) Andy White

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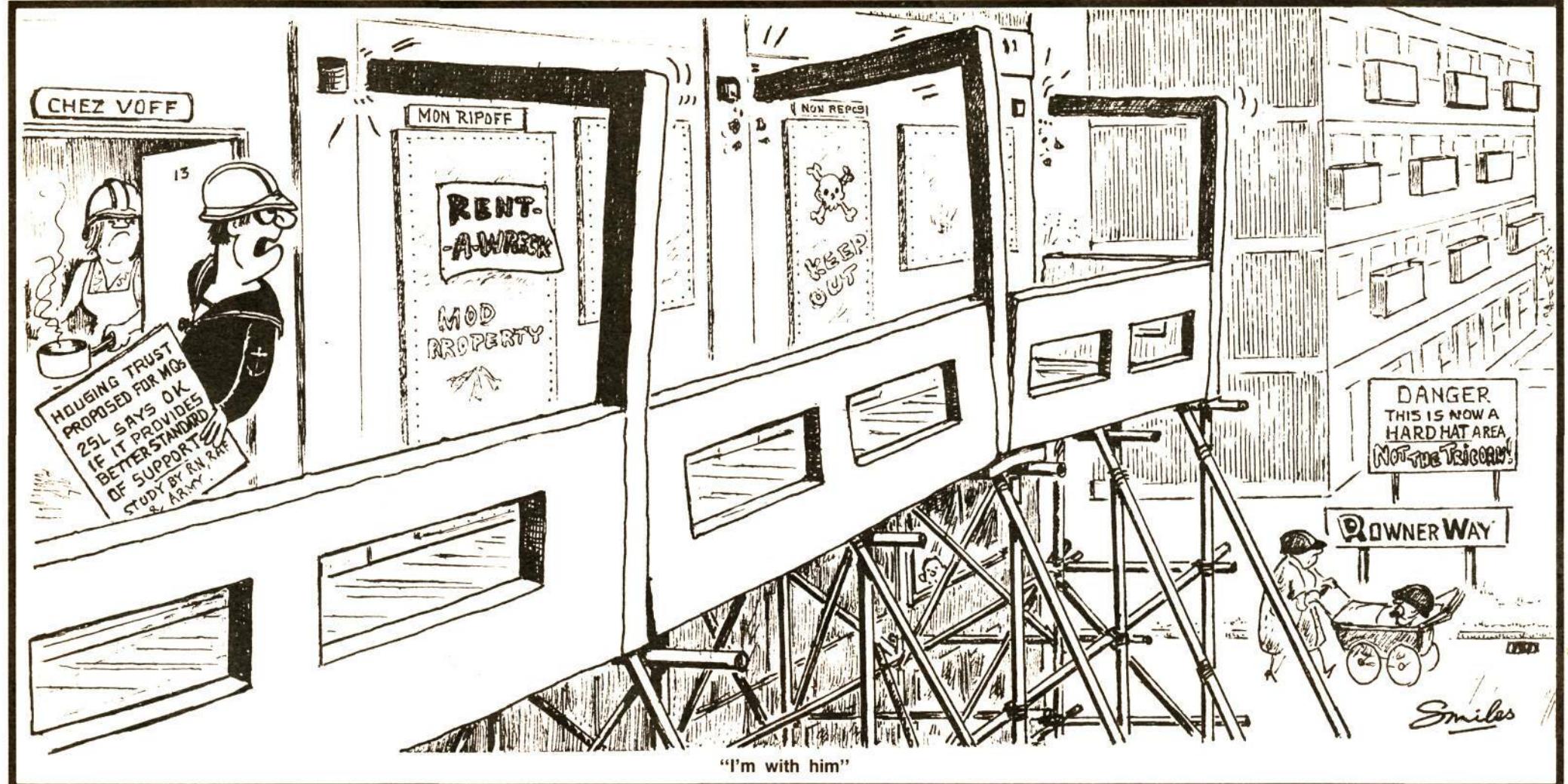
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NEWSVIEW

Passing the love of machinery

"MOST of the jobs we can do as well as the lads, but there are one or two that need some extra muscle. But then again we sometimes find it easier to do the more intricate work."

Thus PO Wren Sue Orr, quoted in some WRNS recruiting literature in 1990. Trained as an air engineering mechanic, she would probably have happily identified with the late Isobel Barnett — best remembered as a regular on TV's 'What's My Line' and one of the original 'television personalities' — who easily rose above a debate on equality between the sexes with the classic put-down: "I don't want to be equal — I'd rather be superior and different."

The path towards full integration of the WRNS into the RN has been strewn with thorns and it is ironic that its strongest enabling factor, the decision to send Wrens to sea, came about against a background of concern over the Navy's future manning position — the same expediency that led to its original formation in 1917 and its reformation in 1939, (the file on the possible reorganisation of the WRNS in peacetime, dated 15.8.22, was found marked 'Dead Scheme dropped by Board order').

Writing in *The Wren* in February 1991, the then Director WRNS, Commandant Anthea Larken added that it came about "equally in recognition of the changing place of women in society and the need to provide them, so far as practicable, with the same career opportunities as their RN colleagues."

Prejudice at home

Yet the retiring — and last — DWRNS has signed off with a note of regret that, while she sees no reason why a woman should not one day command a major warship, few women engineers have been attracted to the Service (see centre pages).

Small hands have long made light work of delicate technical tasks — notably in the Fleet Air Arm — so the irony will be compounded if the opportunity to storm a traditionally male bastion should be repulsed simply through lack of numbers.

Undoubtedly the attitude of society as a whole is to blame for this situation. Recent surveys have indicated that women have failed to rise as far and as fast as they should in commerce, administration and across a whole range of professions and specialisations.

Towards engineering as a career for women prejudice starts early, in the home and in our schools, Commandant Anne Spencer suggests — and she has a point. How many little girls, presented with a doll's pram at Christmas, would rather have had a set of Meccano?

'BETTER HOMES — AND BETTER STANDARD OF SUPPORT'

Housing trust plan may be a better deal for MQs

Because housing takes its place alongside ships, aircraft and pensions in the annual fight for cash, all too often married quarters take a knock as improvements are cancelled to finance equipment programmes and pay rises.

Now the MOD is looking into leasing its MQs to a tri-Service Housing Trust which would undertake to bring all the property up to best housing standards within five years.

A Housing Task Force was set up in 1991 to consider how Service housing might be improved, together with the wider problems of redundancy brought about through Options for Change.

Following its recommendation that the MOD MQ estate should be transferred to a non-profit making trust, a Housing Trust Team was created which has now engaged accountants Coopers and Lybrand to explore the practicalities of a 99 year lease.

Improvements

The MOD owns and manages about 70,000 homes in the UK, excluding Northern Ireland, which makes it one of Britain's biggest housing organisations. Although some of them are new, in good condition and located in pleasant surroundings, "a depressingly high proportion" are not.

Cdr Colin Watkins, the Naval member of the Housing Trust Team set up to explore the idea, told Navy News that a Trust would be able to borrow money from the private sector to finance any improvements — so MQs

would no longer have to compete for money with other Defence priorities.

"We want all MQs brought up to an equivalent Grade 1 standard — including modernisation of kitchens, bathrooms, central heating and so on. The Trust would be required to rectify deficiencies in these areas much more quickly than under the present system.

'Top up'

"MQ charges will be collected exactly as now, directly from pay — Centurion would deduct them as normal and although your C3 might show 'MQ charge paid to Trust' the Trust itself would have no direct access to your pay."

They might go up a bit, though — charges would continue to be set by the independent Armed Forces Pay Review Body, and as the Trust would be committed to upgrading the MQ estate, any improvements would attract charges for the higher grade, just as they did now.

The MOD would "top up" the charges to give the Trust a realistic rent.

It was possible that those MQs that lay outside security fences and were not required by the Services during the next six months

might be let to suitable civilians. Security and social implications were being studied.

It had not yet been decided how to apply for a quarter if the Trust idea came into being, but whether through the Service or directly to the Trust, applicants would still be offered an appropriate MQ in their entitled area — and might well have a wider selection, as the Trust housing regions would be tri-service. Local offices would run a repair organisation similar to the one operating now.

Likewise MQs surplus to requirement would continue to be sold — though the Trust could not sell without the approval of the MOD, which would still keep the freehold. With the draw down of the Army and the RAF from Germany there would anyway actually be more Service families in MQs in the UK, even though the overall number of Service personnel is smaller.

Flexible

The Trust might ask a Housing Association to manage certain groups of MQs — one of the benefits of such a liaison being that on leaving the Service the occupant would already be in

the system" if a Housing Association home was required.

Commanding officers' views would be crucial in the housing of their people and the Trust would have to be flexible enough to deal with welfare situations.

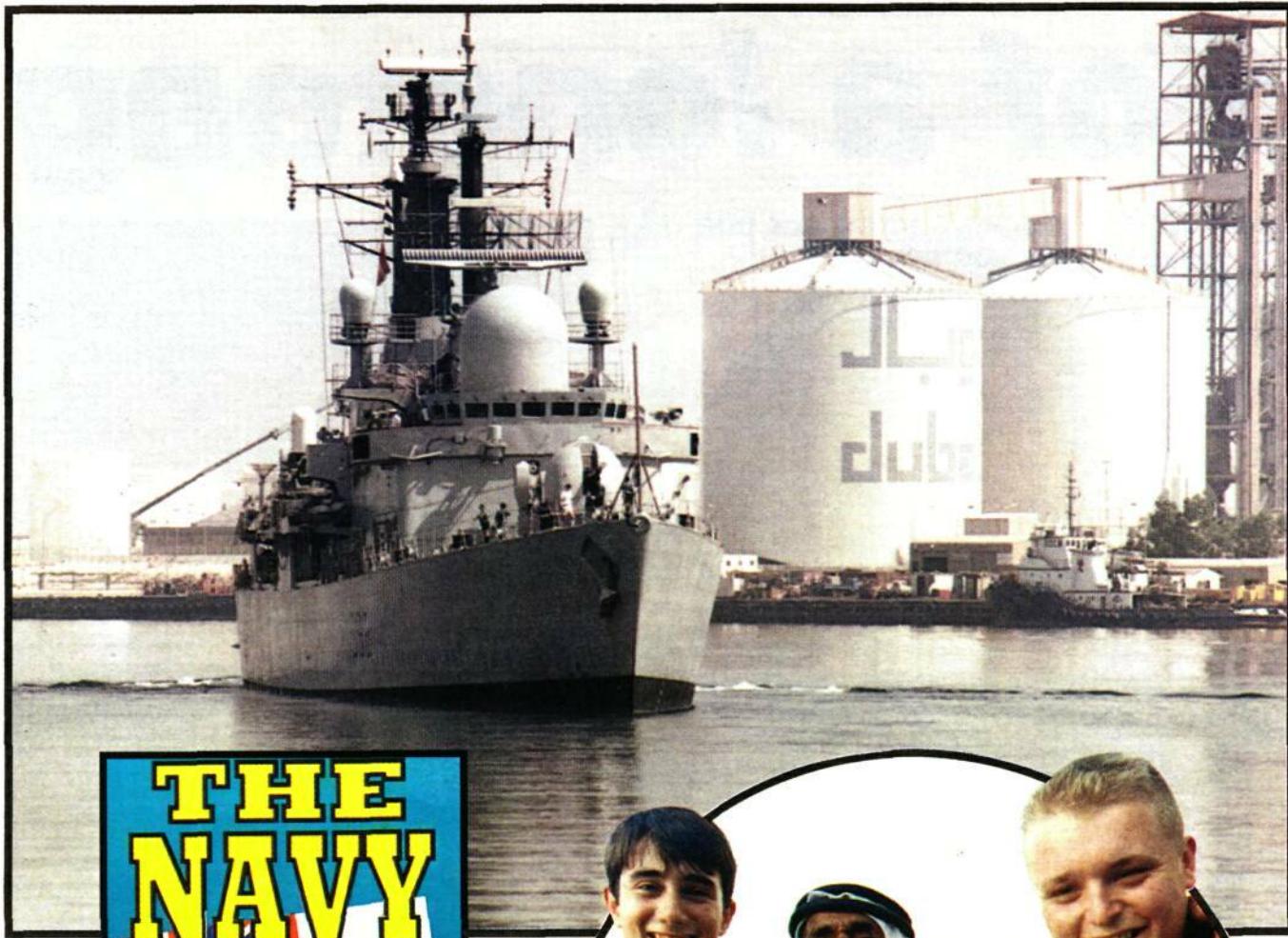
"We also intend to give occupants more of a say in how their MQs are run and plan to consult the wives as plans for establishing the Trust develop," said Cdr. Watkins.

"We hope it may come into force before the end of next year — but before this happens the Services will need to be certain that the final concept accords with their expectations."

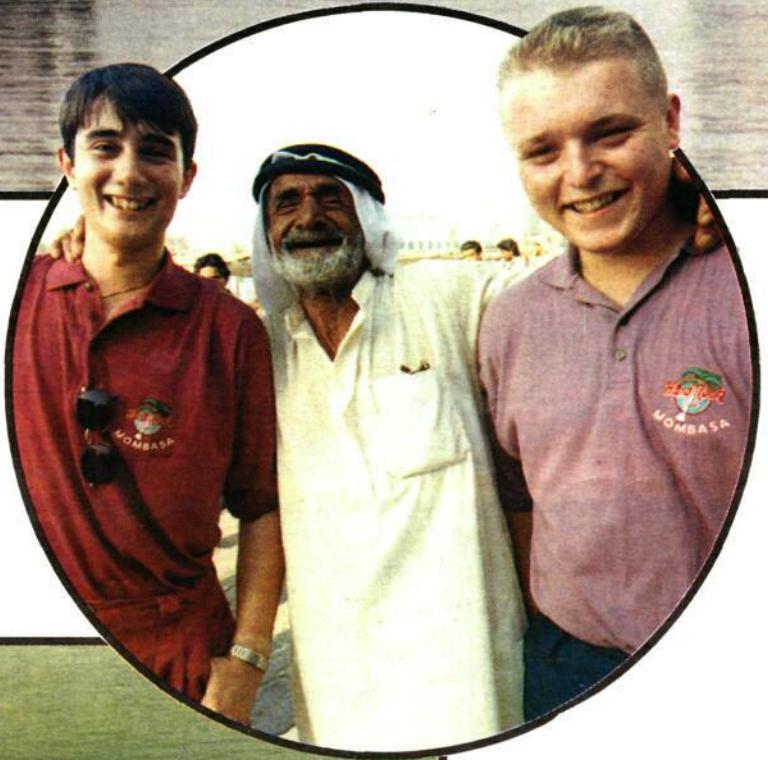
Sensible

Trades Unions of those employed in the running of MQs were being kept informed of developments. The Navy itself viewed the Trust concept as feasible — provided occupants received a better deal at no extra cost to the Navy.

Says Second Sea Lord Vice Admiral Sir Michael Layard: "Much remains to be done before it can be validated — but if the Trust can provide Naval families with better homes, a better standard of support and at a sensible charge, then I will welcome it."



THE NAVY IN THE GULF



● Top — HMS Liverpool entering Jebel Ali port, Dubai.

● Inset — MEM Jamie Colding (left) and MEM Stuart Bradley from HMS Liverpool hitch a ride with an Arab boatman in Dubai Creek.

● Left — The Type 22 frigate HMS Cornwall (foreground) hands over Gulf patrol duties to HMS Liverpool.

Grandad's Mersey mission

POSTCARDS from her Liverpool home keep Sub Lieut. Simone Roche smiling during the long weeks on Armilla Patrol.

Lest her head be turned by the attractions of more exotic ports, she asked her grandfather Frankie Doran from Walton to send her a few reminders of her roots.

● Simone, who signed on at Derby Road recruiting office five years ago and is now serving in HMS Liverpool, shows off her collection.



Warm work for a cook!

COMMANDING Officer of HMS Liverpool Cdr. Peter Steel was a passenger in a French Navy helicopter that caught fire as it landed on the deck of his ship.

Black smoke poured from the Lynx's tail section — but Chief Cook Nigel Wilkinson's five man fire team smothered the flames in six seconds flat. There were no injuries.

The Type 42 destroyer and the French frigate La Monte Picquet had been carrying out joint manoeuvres in the Gulf, where HMS Liverpool has relieved HMS Cornwall on the Armilla Patrol.

Later the helicopter was craned ashore for repairs at Sharjah in the United Arab Emirates — and the Liverpool received a signal of thanks for its prompt action in saving the aircraft from serious damage.

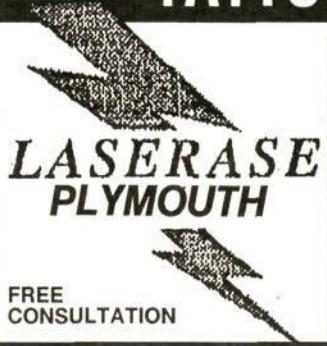
Keeping watch

It is now 13 years since the Royal Navy began regularly patrolling these waters and duties now include preventing Saddam Hussein from importing weapons — or exporting oil.

Liverpool took over from Cornwall in temperatures of 40°C and drenching humidity — quite a contrast to the cold winds off Anglesey in May when both ships took part in the Battle of the Atlantic Fleet Review.

As Cornwall moved on to Singapore and the Pacific, Liverpool began the round of 12 hours on, 12 hours off with the US warships keeping watch on the coasts of Iraq.

TATTOO REMOVAL



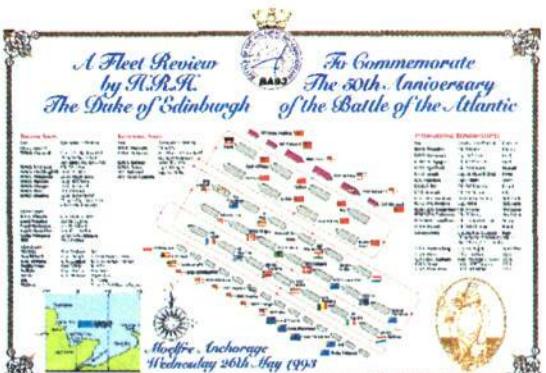
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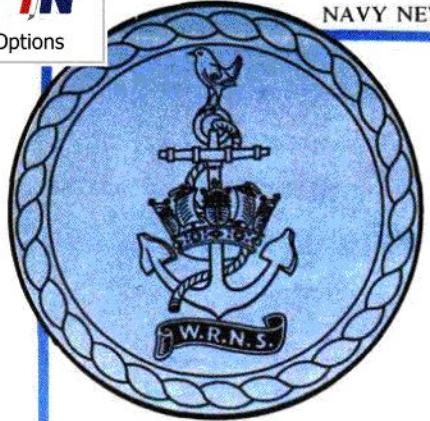


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End of a long enga

"I seen no reason why a woman should not one day command a major warship"

— Commandant Anne Spencer,
last Director WRNS.

"IN 1917 we weren't allowed gold lace because the Treasury thought it was wasted on women. It was decreed that gold should be the prerogative of the men. We've got it now, though..."

Commandant Anne Spencer retires as Director WRNS this month. She will be the last of her line. The Wrens have finally become the victims of their own success — in all but name they have already been integrated with the Royal Navy for some time, but tying up the loose ends has left her with a sense of quiet satisfaction mingled with natural feelings of regret for a Service whose absorption into the overall structure of the RN now seems foreordained.

It had certainly not always been so. As recently as 1989 the Navy was confidently predicting that "as long as there is a Royal Navy there is likely to be a Women's Royal Naval Service."

Towards the end of the First World War the women's branch of the Navy was formed out of expediency, "to release the men for sea service." After the Armistice Dame Katherine Furse argued a strong case for a non-paid reserve of volunteers, but the Admiralty turned her down.

"I think they thought World War I really had been 'the war to end all wars' and they couldn't see the need. When the WRNS reformed in World War II there were more Wrens serving than the entire strength, male and female, of today's Fleet."

"After World War II it was felt that a small WRNS could be maintained and then expanded when necessary — and that has been the position ever since, with numbers at around 3,000."

Even so, the moves towards a commonality of approach came piecemeal over the years — and were not always welcome within the WRNS itself. Co-location of the training establishments at HMS Raleigh, the arrival of women at Dartmouth and the integration of drafting and appointers were each attended by moments of doubt.

Commandant Spencer has seen them all in the course of her 31-year career — and found they all came out in the wash with a speed that has allowed her to watch recent, potentially more divisive developments with equanimity.

"I remember when we came under the Naval Discipline Act in 1977 some WRNS Officers said they were going to resign — but of course it didn't really make much difference at all. Major disciplinary problems had always been referred to the Captains



Pictures (clockwise from above):

- "Remember the Empire expects that every woman will do her duty" — Dame Katherine Furse, the first Director WRNS, dictates to her secretary, Miss Butcher, at her 1918 headquarters in Great Stanhope Street.

- Looking over a surrendered U-Boat, HMS Dolphin 1919 — service in submarines remains a question mark over Wrens at sea.

- To some, the girl's new role seemed like a throwback to a time when women side their male counterparts.

- Small hands for the World War I girl mechanics. The Navy is still not attracting enough engineers.

far removed from Dame Katherine Furse's Christmas exhortation to her troops in 1917: "Remember the Empire expects that every woman will do her duty" — followed up a year later with "Fear God. Honour the King." Such homilies contain the unfortunate suggestion, as with Nelson's famous signal before Trafalgar, that something less might actually have been expected of their recipients.

But her instincts are exactly alike in spirit. All her predecessors have had to face up to a bastion of male prejudice (when Dame Vera Laughton-Matthews' proposal to send Wrens to the Orkneys was scoffed at, she protested: "My girls have it up here, you know," and a worried Admiral replied: "It doesn't matter where your girls have it — my boys will find it!") which recent surveys of the progress of women in all fields of social, commercial and political activity suggest still predominates.

Her strength at this critical time in the development of the women's role in an increasingly concentrated branch of the Armed Forces has lain in a realistic assessment of its range. Softly spoken, in the way of people who are accustomed to being listened to, she exhibits none of the stridency of 'feminist' campaigners whose outpourings tend to alienate conservative elements on both sides of the sexual divide.

"It was found in World War I — and certainly in World War II — that women were very efficient and performed a whole range of military tasks very well. But men and women differ, of course — and from the point of view of women in the military context they don't have the same upper body strength.

"It is no good trying to overcome this — they've tried it in the United States Navy, but even if they do loads and loads of exercises women just don't develop much more muscle in that area.

"But particularly in fiddling jobs and jobs that require sustained concentration, women are often better than men. For the former, this dexterity was noticed in the Fleet Air Arm fifty years ago when small hands were found to be a positive advantage as our girls were trained as air mechanics — and for the latter, there is obvious value in the operations room of a modern warship, where the capacity for intense, close attention over a long period is a paramount virtue.

"For this reason I am saddened by the fact that we are still not attracting enough engineers. The schools still train girls with a bias towards arts subjects and the same attitude persists in the home.

"Girls don't get toy trains to play with. They are not encouraged to strip their bicycles down.

"When I started out, if you went to university you could train as a teacher or go into hotel and catering management — and that was about it. Even 30 years ago, very few girls became lawyers or doctors or whatever — because everyone expected them to want to get married and leave it all behind.

"But there have always been career-minded women who have wanted to stay in the Armed Services — and I see no reason why a woman should not one day command a major warship, for instance.

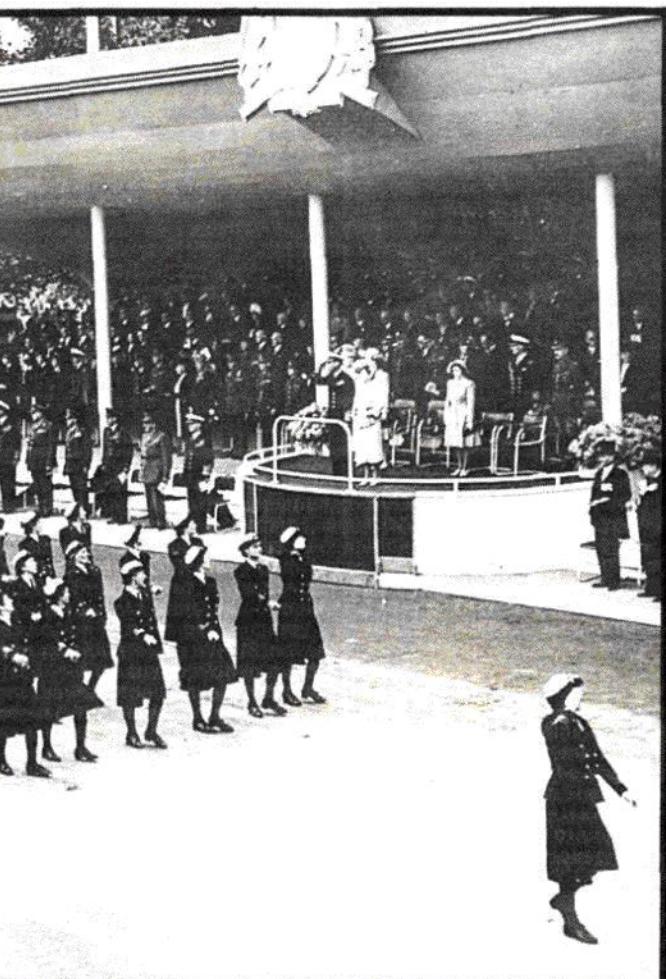
"The difficulty is always that women have babies — and that's not likely to change! I would find it very difficult to reconcile a sea career with motherhood, with going away for six months at a time — unless you've got a very amenable husband!

"The US Navy expects its women to think hard before they have children and then to make the necessary arrangements — and they warn them that these can be very expensive.

"I remember meeting a US intelligence officer in Naples. She was expecting her second child and had engaged an Italian child minder for the first one. She said the child didn't know whether he was Italian or American.

"Creches are hardly the norm in the USN — and I think it is very difficult for us when the Services are being cut and they want the money to go into buying ships and submarines to start asking for a lot of extra welfare services.

"Whether you think the State should provide these is another



Engagement

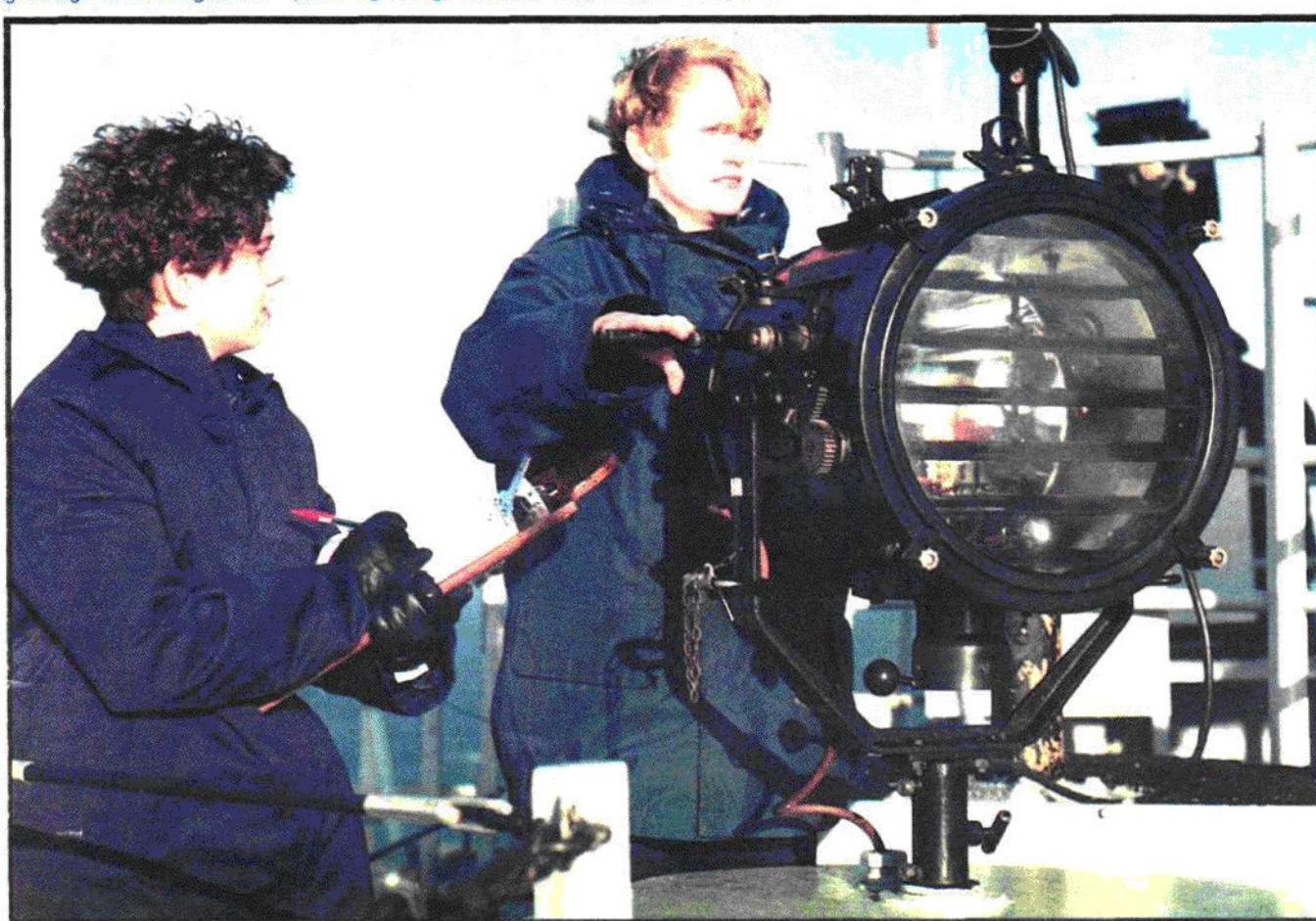
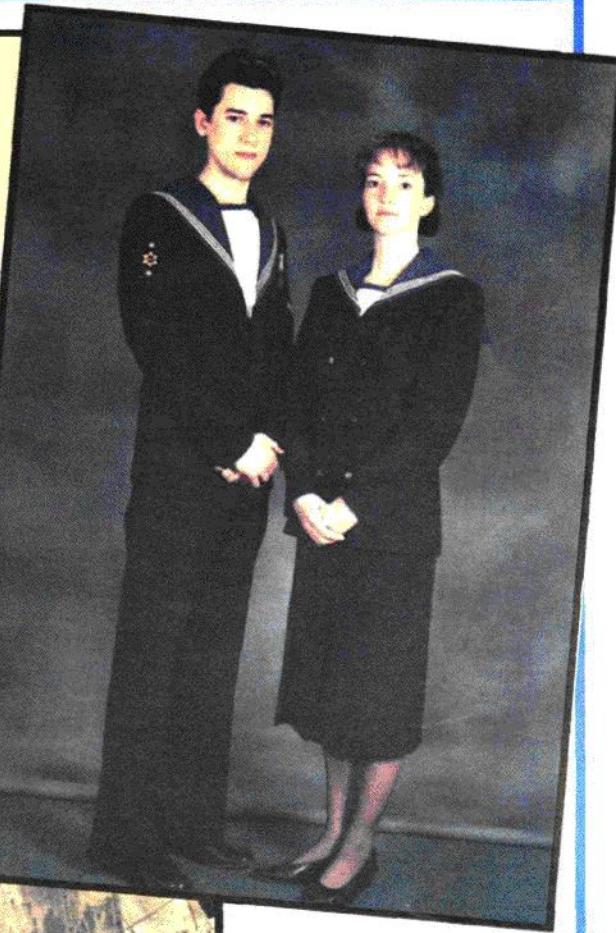


New uniforms currently on trial look to the 1920s — seen alongside — as early as parts they strike a more positive note.

Fiddling jobs — as early as 1914 — as early as 1918 proved their worth, but the need for enough female engineers.



- Recruiting leaflet, 1970. Inset: 1980s logo.
- First Wrens at sea in HMS Invincible, 28 November 1990 — Radio Operators Karen Stevenson and Andrea Yarrow signal the way ahead.
- The Peace Parade of 1946 — the WRNS march past King George VI, Queen Elizabeth, Princess Elizabeth and Queen Mary. Over 75,000 Wrens served in World War II.
- Boat's crew Wrens handled many kinds of small craft in harbours and coastal waters in World War II — some were trained to pilot ships across the Channel after D-Day.



matter — personally, I think if people want children then they should think it out very carefully and then make the arrangements to fit that decision in with their careers."

That women have exerted a civilising influence on life at sea — a fact frequently attested by their Commanding Officers — comes as no real surprise to Commandant Spencer, or probably to anyone else, though there remain a few old salts who would rather have it otherwise.

She is conscious, though, of the fact that many WRNS never donned a blue suit — with blue lace — with that option in mind.

"A lot of them may have thought they wouldn't have wanted to go to sea — but I think they can see it is the only way forward and they are pleased that it has happened."

"It is not easy for a woman in her late 20s or early 30s to suddenly have to go to sea, not having had the experience or background of the men. It has been a bit of a culture shock for them too, remember — and it has meant they have had an awful lot to learn in a hurry."

"But that's what the Navy's all about — a lot of the men moan about going to sea, too, and yet after a few months in a shore job they are dying to get back again."

"The recent spate of redundancies has left a lot of people unsettled. They listen to a lot of buzzes on the grapevine — and most of them give a very distorted picture."

"For instance — the question of women serving in submarines.

Basically, the current classes just aren't amenable to conversion, but the Minister has asked for it to be kept open and we'll look at it again in another five years. I'm not personally in favour of the idea . . ."

Perhaps the most problematic of recent WRNS innovations has to do with uniform — always a touchy subject. Dame Katherine Furse's 1917 design has stood the test of time, for her basic officer's No 5s remain much the same today, only hemlines rising and falling to the dictates of fashion. Something more was needed, however.

"As a shore-based service we just had a skirted suit and tropical dress, so something suitable for sea service was a must — something feminine, smart, practical and comfortable that complemented the men's uniform."

"If you're lining the ship coming into harbour you want to look all of one company. The first photographs of the new uniform now going for trial were taken at the Battle of the Atlantic commemorations — and out of context they really did look like something produced by the House of Elliot — black stockings and shoes with tropical dress?"

"Once you see the designs set alongside their male counterparts, I think you can appreciate that they will work together."

● The Association of Wrens' triennial reunion will be held at Wembley Conference Centre on October 9. For details telephone 071-932-0111.



AMONG OUR SOUVENIRS

OVER 200 photographs from the Navy News archive illustrate this unique album, published in the newspaper's 40th year.

Detailed captions describe the activities of the post-war Fleet in the nuclear age, spanning the Cold War arms race that coloured most of the Senior Service's strategic thinking in this period.

Along the way lay other preoccupations, such as Suez; the Indonesian Confrontation; the long-running Beira Patrol, enforcing sanctions against Rhodesia; the Armilla Patrol in the Gulf — that continues to this day — the battle for the Falklands;

and the campaign to liberate Kuwait in 1991 — by which time the Cold War had come to an end with the collapse of the Soviet Union.

In his foreword, First Sea Lord Admiral Sir Benjamin Bathurst says this book is "not just an exercise in nostalgia, for it shows clearly how far we have come."

When the first edition of Navy News appeared in 1954 it featured ships still operating that were built in the 1930s. Now the Royal

Navy boasts the most modern Fleet that Great Britain has deployed worldwide since the early 1920s. In such circumstances, it will ever be a 'Navy in the News.'

Is your ship among the hundreds listed here, that made history in these troubled times?

The Navy in the News (HMSO £9.95) is available direct from Navy News, HMS Nelson, Portsmouth PO1 3HH, plus p&p, 75p UK or £1 overseas — or from your local bookseller.

An overview of Overlord 50 years on

OVER the past few years the race to be the first on the bookstalls to celebrate the events of World War II has meant that review copies are arriving way in advance of the anniversaries — by the time D-Day plus 50 comes next year there will be nothing new left to write about.

D-Day — Operation Overlord (Salamander £24.99) attempts to tell the whole story in one 200 page volume, eight authors drawing on the collections of 14 museums and numerous private collections to provide an exhibition of militaria in which the smallest detail of uniform, insignia, weaponry and other equipment is paraded alongside ever more convoluted maps covered with intertwining arrows denoting the lines of advance.

The key to Overlord, of course, was Neptune, the naval aspect of this enormous undertaking which it took Admiral Sir Bertram Ramsay 1100 pages to describe in his Operation Orders — one of the most remarkable military documents of all time.

The Royal Navy provided by far the lion's share of the invasion fleet — but Ramsay took great care to ensure that all the terms he used would be understandable to all.

The success of his planning and the flexibility he allowed mark him as one of the chief architects of Europe. In popular memory as well as in the estimation of historians he deserves to stand alongside the likes of Eisenhower, Montgomery and Patton.

The invasion — and defence — of Normandy involved huge feats of solid military engineering, so that the remains of Hitler's Atlantic Wall and the installations on Britain's southern coastline offer plenty of scope for those with a mind to retrace the steps of the participants.

Much of the actual transport used survives to this day, too — and even the most prosaic and utilitarian of the vehicles employed afford endless fascination at the annual rallies on Southsea Common.

Stephen Chicken dedicates his guide to **Overlord Coastline — the Major D-Day Locations** (Spellmount Publications £11.95) to his wife: "for putting up with a husband whose idea of fun is driving to 50-year-old bits of concrete in 50-year-old

bits of metal."

For those who actually experienced "The Longest Day" and its aftermath — and a whole new army of camp followers of

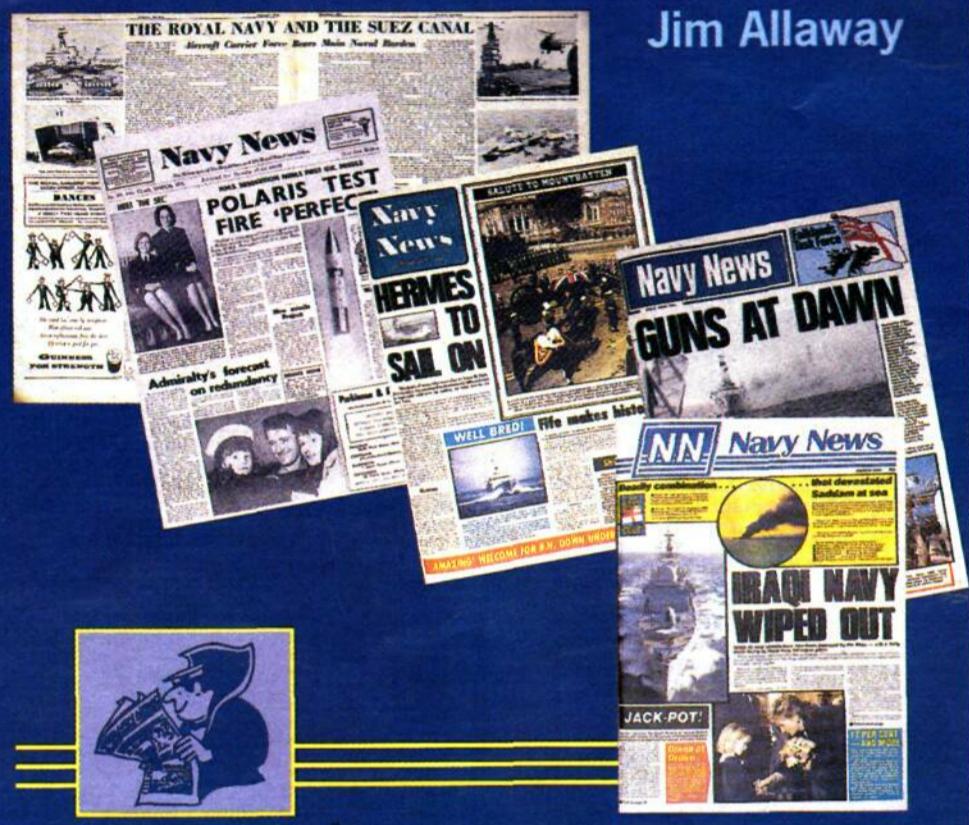
the greatest seaborne invasion in history — his overview of the overlord itinerary will be essential reading.

— JFA

THE Navy IN THE News 1954-1991

The Royal Navy's story in the nuclear age — as told in the pages of *Navy News*. Over 200 items from Suez to the Gulf War.

Jim Allaway



A FLOWERING OF MERCHANT DESIGN



HMCS Agassiz on trials early in her career (National Archives of Canada).

THE TWO latest additions to Conway Maritime's excellent *Anatomy of the Ship* series illustrate highly successful Second World War warship designs that had their origins in the merchant service — an expediency that still produces many worthy examples in modern fleets.

The Flower Class Corvette Agassiz (John McKay and John Harland, £24) is representative of one of the most famous — and most numerous — of all escort vessel types.

Derived from a whale catcher hull form and developed as a cheap coastal escort, they required many modifications to make them better suited to the more demanding role as defenders of ocean convoys.

Agassiz, in her as-built short forecastle configuration differed considerably from the common conception of the long-forecastle "Flower" such as the

Greek corvette Kriegs that represented HMS Compass Rose in the film "The Cruel Sea" — though she best portrays the type Nicholas Monsarrat had in mind.

Built in Vancouver and commissioned in 1941, Agassiz' most exciting passage was with ON 115 in July 1942, as part of Canadian Escort Group C3. This complicated convoy battle, during which U588 was sunk after a skilful and persistent attack by Skeena and Westaskiwin, had her firing on a surfaced U-boat and picking up survivors from the torpedoed Royal Mail steamer Lochkatrine. HMCS Agassiz was broken up in 1946.

From their origins as makeshift conversions from merchant ship hulls, escort carriers developed into relatively sophisticated warships, even if they continued to be mass-produced in substantial numbers.

As their capability advanced, so did the roles they were called upon to perform — whereas Atlantic escort carriers operated in an environment of relatively low threat from aircraft and surface ships, sub-

marines being the principal opposition, in the Pacific the reverse was true.

Gambier Bay (Al Ross, £20) was a ship of mid-war Casablanca class, which operated with distinction in the Pacific, even fulfilling frontline roles never envisaged for earlier ships.

Undoubtedly, the toughest test of the design was the action off Samar in October 1944 when a task group of six escort carriers and a handful of destroyers was surprised by a force of Japanese heavy surface ships.

Mounting a masterly defence, the destroyers fought a heroic battle against overwhelming odds, as a result of which USS Gambier Bay was the only carrier loss — and secured immortality as the most famous of all American CVEs.

As usual, the elaborate line drawings and evocative archive photographs make both these books a treat for the eye, for serious historians, ship buffs and model makers alike.

— JFA

The French connection revived in Hollywood

THE RECEPTION accorded the new Arnold Schwarzenegger movie, *The Last Action Hero*, has been, to put it kindly, mixed. A top-to-bottom satire on genre conventions, the film upset critics, who seem to have felt that it was their job to be sarcastic about action melodramas, not Arnold Schwarzenegger's; and audiences, who evidently preferred the "pure" Schwarzenegger product, not a send up of it.



Screen Scene

Thus does virtue go unrewarded, since it was really quite courageous of the old two-ton Teuton to sabotage his image to the extent he does here. The plot has fun mixing

up the "reel" world, where villains are always routed and nothing bad ever happens to heroes, with the "real" world, where no such guarantees are available.

The action remains as spectacular as ever and some of the movie in-jokes are hilarious. But will we ever be able to take Arnie seriously again — assuming, that it, that we did in the first place?

Arguably it's a sign of decadence, or possibly of an eye for the main chance, but it's a fact that any continental movie which achieves some measure of success is these days liable to be remade by one or other of the big Hollywood companies — *Three Men and a Baby*, *Three Fugitives*, *Scent of a Woman*: the list goes on. Now comes *The Assassin* (or as the RNFC's prints have it, *Point of No Return*, the film's original USA title).

This recasts the French thriller *Nikita* with American actors, but otherwise reproduces the original almost shot for shot. In

place of leggy Anne Parillaud we are given tough urchin Bridget Fonda as the dope addict cop killer retrained by a sinister government agency to become their own murder machine.

It's glossy, high-tech, high voltage, high energy stuff. Mlle Parillaud, incidentally, was summoned to Hollywood after her success in *Nikita*, and her first American movie, *Innocent Blood*, is now available on video. She plays a French vampire who makes the mistake of recruiting a Mafia hoodlum into the ranks of the undead. Yes, that's right, they've made a Mafia vampire movie. Someone was bound to, sooner or later.

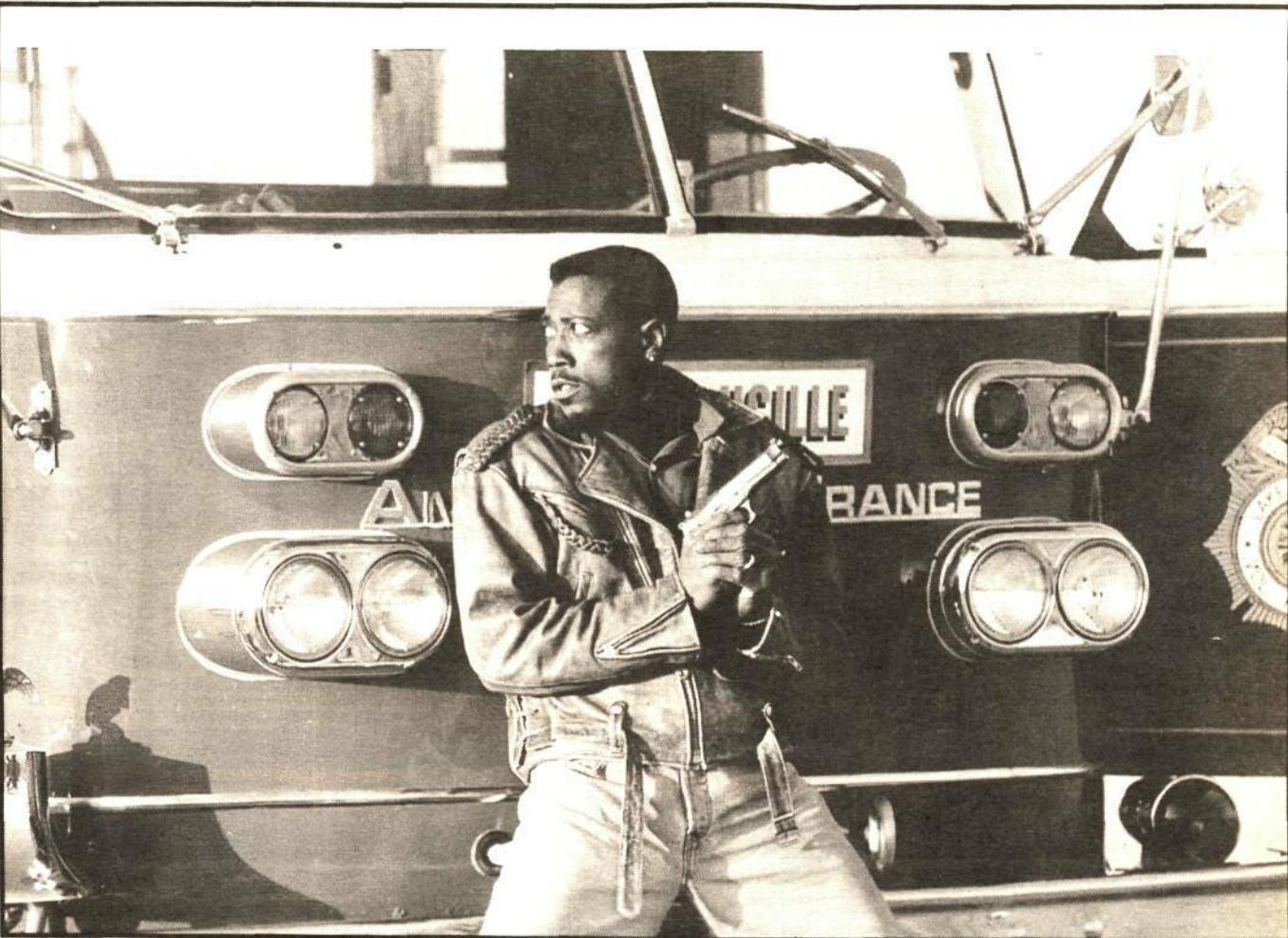
Third of the month's 16mm releases is *Indecent Proposal*, a title which sets up certain ex-

pectations, most of which the movie is pleased to fulfil. Happily married but financially strapped Demi Moore meets a wealthy businessman who offers her and her husband a million dollars if she'll make love with him. As the old World War 2 catch-phrase had it, What would you do, chum?

If the tycoon had been played by, say, Danny De Vito, a certain aesthetic dimension might

have come into play, but the film piles on the agony by casting Robert Redford in the part. It's a fantasy situation given a realistic treatment, at least until the closing stages, which are worked out in terms of the traditional Hollywood weepie. Something for everyone, in fact.

Passenger 57 is a variation on the recent *Under Siege* which, it may be recalled, was



Wesley Snipes takes on the terrorists in action thriller *Passenger 57*.

Multiple horrors of the Russian Convoys

ROLAND Smith highlights *The Hazards of Russian Convoys* in No 7 of his Naval Video Time Capsules (£21.90) from Beck House, Escrick, N. Yorks, YO4 6JH.

Most of the footage relates to PQ 18 and most of this was taken from the cruiser HMS Scylla. Sadly the film stock he had originally supposed to be intact was found on examination to have been "butchered by edit scissors many years ago" but what remains starkly portrays the appalling conditions the Arctic seas provided as a savage backdrop to the last major air attacks these most notorious of World War II convoy operations experienced.

After the debacle of PQ17, its successor embarked in September 1942 with the largest escort yet mounted — 16 Fleet destroyers. Three merchantmen were sunk by U-Boats (two of these were destroyed in turn by the escorting forces) and later ten more fell to a particularly savage air attack.

But the follow-up assault was much less concerted, adding nothing further to the toll. Admiral Burnett's broad grin of delight on the bridge of Scylla says it all

... Rare Russian, German and private material contribute to a set of images of surprisingly high quality — but you can't help but share its compiler's grief at the knowledge of how much has been lost. The Imperial War Museum urgently needs funds to preserve what remains.

— JFA

Distance still determines

SPECIALISED warships, even ships suitable for war, are relatively recently introduced to the story of human conflict.

It is a curious fact that war at sea has nearly always been fought in sight of land. In *A History of Warfare* (Hutchinson £20) John Keegan notes that the galley navies operating in the Mediterranean from classical times to Lepanto simply acted as partners of armies on land, manoeuvring so as to isolate an enemy coastal base from support by its own naval forces, while the army advanced with supplies to positions from which the galleys could be reprovisioned.

Why, though, did the big gun sailing ships of the 16th-19th centuries still tend to fight close to the shore? It had nothing to do with endurance — a man-of-war could carry supplies enough for many months.

It was partly down to the weather — battle under sail, with the notable exception of Quiberon Bay, could not be conducted in rough conditions and inshore waters are usually calmer than the high seas.

And sailing fleets, operating exclusively by visual communication, have extreme difficulty finding each other in great waters.

It is significant that in the rare deep sea encounters — the second battle of Finisterre, 1747, fought 200 miles off Ush-

— JFA

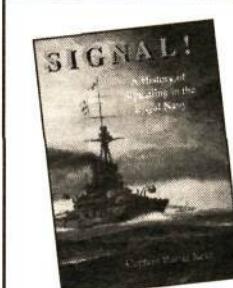
ant, and the Glorious First of June, 1794, 400 miles out into the Atlantic — the French fleets were in both cases encumbered by convoys that covered a large area of sea and made for a prominent target.

Coal-burning steam ships were limited in range — Dreadnought emptied her bunkers in five days at 20 knots — and so were tied to their coaling stations. In any case, they were still virtually blind until the coming of wireless — or really until the arrival of wirelessly equipped shipborne aircraft.

So all the battles of the First World War were fought within 100 miles of land. But the pattern even repeated itself in the Second World War, despite the advent of radar, the aircraft carrier and the long range patrol submarine.

The Battle of the Atlantic, once again, was joined because convoys made large, slow targets. And, Keegan argues, given the resistance offered to modern surveillance systems by the movements of oceanic storms "the persisting difficulty of co-ordinating long- with short-range target acquisition equipment, the seas may well keep their secrecy for a long time to come."

— JFA



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Cavalier's comeback

THE SECOND World War destroyer HMS Cavalier is to be the centrepiece of a National Ship and Shipbuilding Exhibition Centre in plans currently being progressed by the South Tyneside Council.

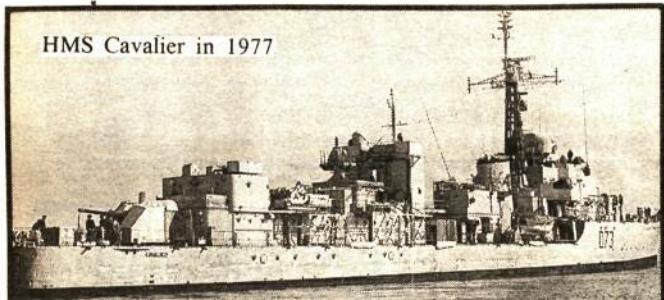
The complete project, as proposed by the Works Trust, will be on the site of the Hawthorn Leslie shipyard at Hebburn, on the Tyne, and will include a large hotel, an arena/exhibition hall, a maritime institute and a full range of visitor attractions, the estimated cost being between 25 and 31 million pounds.

The Council acquired HMS Cavalier in 1986 from her previous owners in Brighton. Council Leader, Cllr. Albert El-

liott stated: "We are continuing to do all we can to develop and support this important project and provide an appropriate environment and home for the permanent exhibition of HMS Cavalier."

The C-Class destroyer may be open to visitors on a limited basis later this year and it is also hoped that she will be regularly opened during next year with plans in hand to commemorate Cavalier's 50th anniversary of launch and commissioning during 1994.

HMS Cavalier in 1977



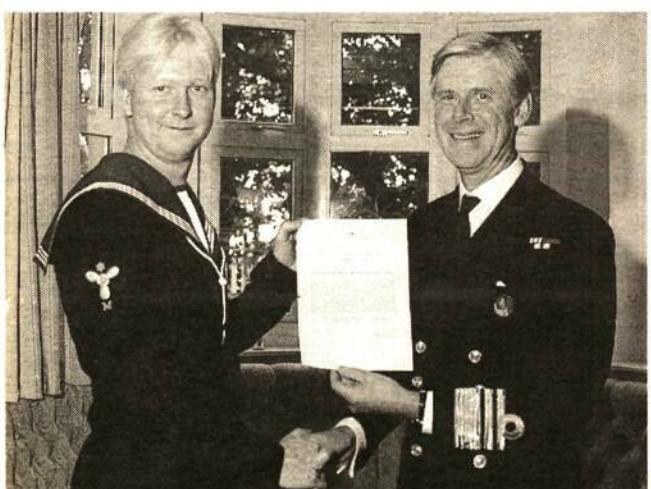
WAR VETERANS RESEARCH

PSYCHOLOGISTS at the University of Plymouth, currently investigating the long-term consequences of war experience on people who fought in the Second World War, are calling for more combat veterans to come forward.

Ian Robbins and Nigel Hunt explained: "Initial findings show that symptoms in elderly war veterans, who experienced combat up to 50 years ago, are similar to those who suffered trauma in more recent conflicts, such as the Gulf War and the Falklands. There are high levels of psychological distress still present amongst many World War II veterans, compared with what we would expect in people of this age."

Scores of ex-servicemen have already contributed to this research, but more suitable volunteers are still needed.

Commendation for Mark

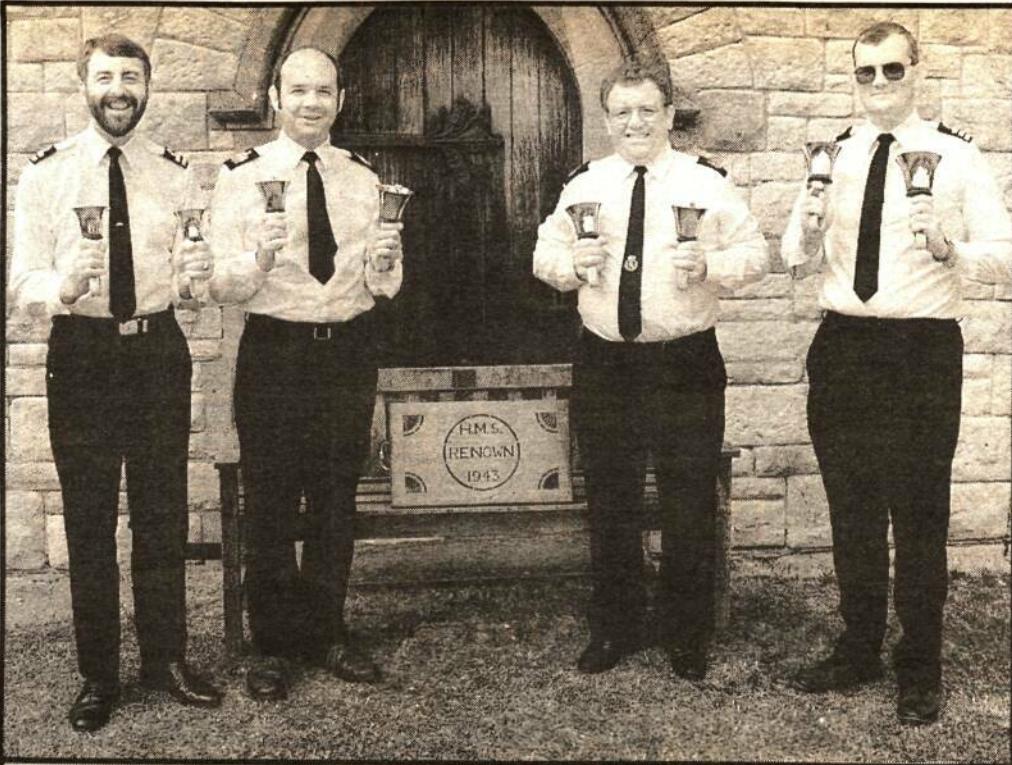


ENJOYING a good run ashore at a nightclub in Barrow-in-Furness, MEM Mark Connor suddenly noticed a woman who appeared to be unwell. Finding that she was actually unconscious and had stopped breathing Mark immediately drew on his training, sending those around for medical help, while he started mouth-to-mouth resuscitation, eventually successfully getting the woman to breathe again.

The outcome was that the woman, after hospital treatment, made a full recovery and Mark has received a commendation from Flag Officer Scotland and Northern Ireland, Vice Admiral Christopher Morgan, for his action that night. It reads "... his alertness and decisiveness in a confused and noisy situation saved the woman's life."

Mark is serving in the minehunter HMS Walney, which was, at the time of the incident, paying a goodwill visit to Barrow-in-Furness, her affiliated town.

Photo, above — MEM Mark Connor receives his commendation from Flag Officer Scotland and Northern Ireland, Vice Admiral Christopher Morgan.



Photo, above — ringing the Renown bells, four members of the RN Guild of Bellringers, left to right. Lieut. John Stott, WOMEN(M) Graham Brown, CCWEA Bill Skilleter and Cdr. Joe Kidd.

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Anyone interested in the RN Guild of Bellringers is invited to contact Lieut. John Stott, SM2, HM Naval Base, Devonport PL2 2BG.

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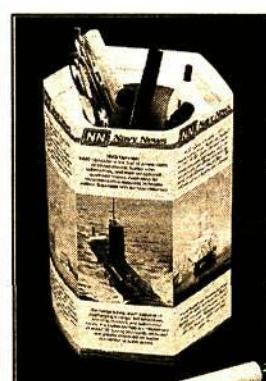
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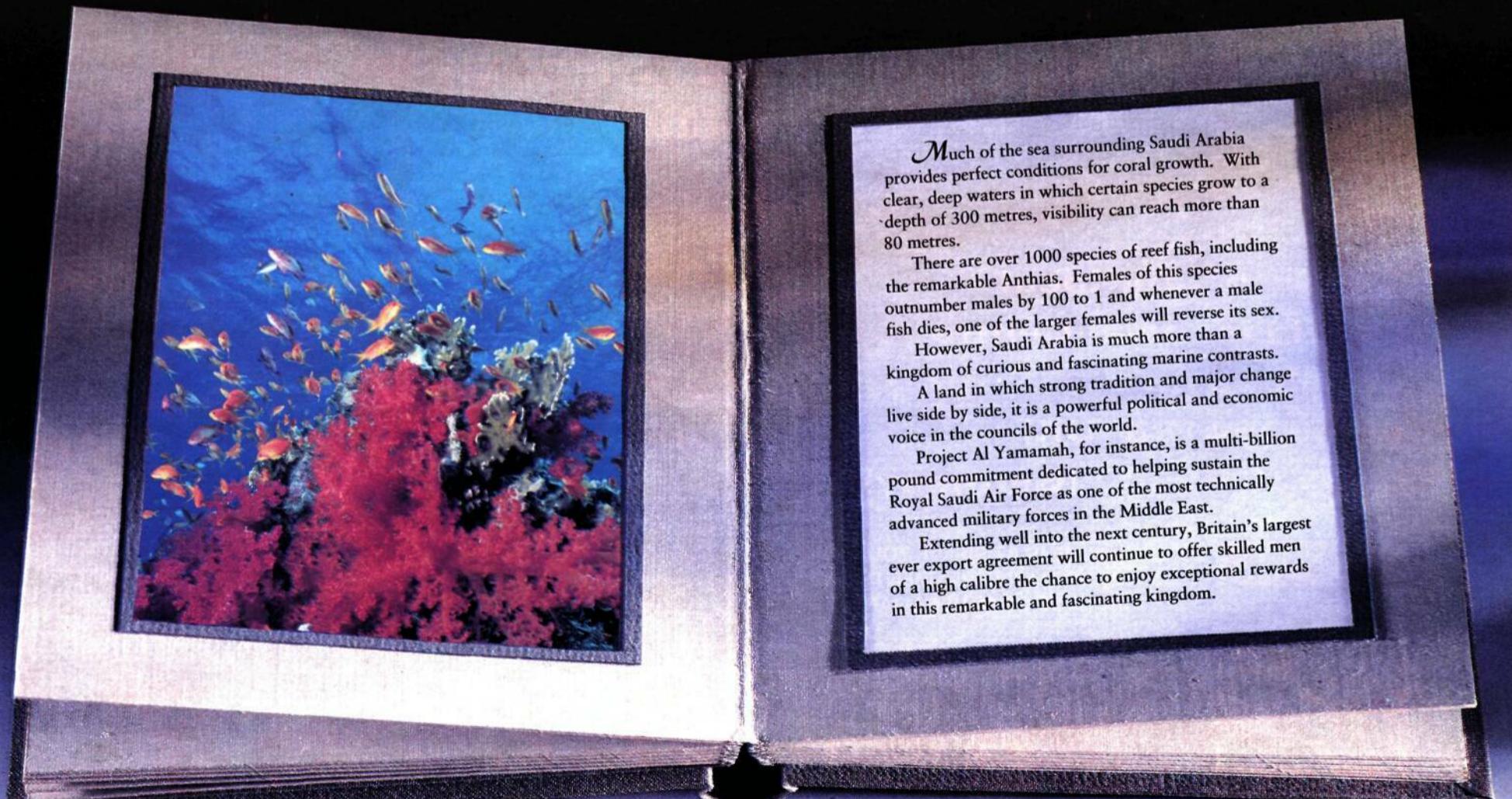
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Support grows for Trident

AFTER a redevelopment programme of over eight years, costing around £1.7 billion, the new Trident Support Facilities at the Clyde Submarine Base has been officially opened by Secretary of State for Defence Malcolm Rifkind.

The new facilities in the base's Northern Development Area have been built to rigorous nuclear standards able to withstand extreme environmental conditions including earthquakes.

Amid questions concerning the safety of the surrounding population Mr Rifkind said: "The highest attention has been paid to safety — it is one of the reasons why this project has cost so much."

Shiplift

Two notable additions are included in the new facilities.

The covered submarine shiplift is a 180 metres long, 25 metres high maintenance



facility designed to raise all classes of submarine up to and including the Vanguard class clear of the water while the Northern Utilities Building

is one of the largest diesel power stations on the British mainland with a power-generating capacity to serve a town of 25,000 people.

Other facilities include the Strategic Weapons Support Building, providing storage areas for ballast cans and Active Inert Missiles; the Finger Jetty, a double-sided jetty providing two secure maintenance berths for two Vanguard, or smaller, submarines; new training facilities and nuclear repair workshops; storage and support buildings and accommodation and messing facilities.

Dredging and widening of the Faslane approaches and a new navigational light system have also ensured the safe passage of Trident submarines in the Firth of Clyde.

Right: Clyde Submarine Base.

Inset: HMS Vanguard, the first of the Royal Navy's Trident submarines to commission.

Left: Secretary of State for Defence Malcolm Rifkind pictured at the opening of the Trident Support Facilities with Commodore Clyde Cdr. John Trewby.



Transylvanian trekkers



BRAVING the elements — and the superstitions — are a group of walkers from RN air station Culdrose who took part in an expedition to Transylvania.

After a short stay in Bucharest they spent two days walking across the Bucegi Mountain Range, taking in Mount Omu (2,502m), before facing severe blizzards and thunder storms as they trekked across the Fagaras Range to climb Moldoveanu, the highest peak in Romania.

Meanwhile, a team from the Portsmouth com-

mand were taking it somewhat easier with an expedition to the Lake District. Weather conditions were warmer and sunnier than in Transylvania which allowed the eight walkers to tackle the Old Man of Coniston and Langdale Round.

The team also took part in a mountain bike ride and walk up Skidaw and a two-day peak bagging yomp, taking in many of the big names such as Great End, Great and Green Gable, Kirk Fell, Pillar and the Scafells.

Picture: LA(Phot) Tony Leather

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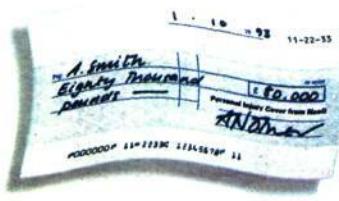
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Reunions

HMS Manchester Assn. will hold their annual church service at St. Ann's Church in Portsmouth naval base on Nov. 21. Those wishing to attend should provide details of car-colour, make and registration number to Mr. L. McDonald, 37 Edmund Rd., Southsea PO4 0LL (tel. 0705 739384) no later than Nov. 14.

428 King's Squad RM, 1945 held a successful reunion at the Nautical Club, Birmingham in Aug. — thanks to Norman Bickley and Bob Smith for their hard work. It was made a memorable reunion with other squadmates for the first time in 46 years. Details of next year's reunion can be obtained from J. G. Sutherland on 0633 275915.

3rd Destroyer Flotilla (Battle Class Mediterranean Fleet) (1949-52): A reunion is being arranged for HM ships Saintes, Vigo, Armada and Gravellines. Those interested send a s.a.e. to Oliver Wright, 15 Boyne Hill Rd., Maidenhead, Berks SL6 4HQ.

HMS Ark Royal, Senior Rates (all commissions, 1953-78): The 13th reunion will take place in the WOs' and SR's Mess, HMS Drake on Oct. 30. Details from Michael Bennett, 6 Launceston Close, Southway, Plymouth PL6 6DD (tel. 0752 552466, days, or 0705 778432, eves.).

HMS Pique, 40th Minesweeper Flotilla (1943-47): Anyone interested in attending a reunion contact Guss Gagg, 22 St. Augustines Court, Mornington Rd., Leytonstone, London E11 3BD (tel. 081-556 0367).

HMS Bacchante (1968-82): Anyone who served in the ship during her RN service or subsequently in the RNZN (she was re-

named HMNZS Wellington) and is interested in a reunion in late 1994 should contact James Stuart, Pulversheimer Str. 8, 68229 Mannheim, Germany.

Cape Matapan Survivors: The 19th reunion of the Battle of Cape Matapan, 1941, will take place at Follonica, Italy on April 21, 1994. Those interested in attending should contact Stenio Mezzetti, Via Roma, no. 44, 58022 Follonica (GR), Italy.

HMS Ocean Assn. will hold their annual reunion at the Royal Sailors' Home Club, Portsmouth on Oct. 23. Tickets, £18, are available from W. T. Brown, 108 Oaklands Rd., Bexleyheath, Kent DA6 7AL (please enclose s.a.e.).

ASWI's Association will hold their reunion and annual dinner-dance at the Royal Sailors' Home Club, Portsmouth on Oct. 29.

Details from PO(S) Collins, Lewin Buildings, HMS Dryad, Southwick, Hants PO17 6EJ (tel. 0705 210522 ext. 4696).

HMS Plymouth and Onyx: The annual reunion will be held on board at Birkenhead on Oct. 30. All commissions welcome. Send s.a.e. for details to Project Manager, HMS Plymouth, Dock Rd., Birkenhead L41 1DJ.

HMS Lynx (1965-68): Anyone interested in a reunion contact R. S. C. Philpott, 77 Malins Rd., Mile End, Portsmouth (tel. 0705 824758).

HMS Indefatigable Assn.: The third Pom-py reunion will be held in HMS Nelson with "up spirits" at the Royal Sailors' Home Club on April 9. Details, enclosing s.a.e., from Jack Hibberd, 23 Canterbury Ave., Southampton SO2 8EB.

HMS Penelope Assn. will hold their eighth reunion in Blackpool on Feb. 18-20. Details from Jack Williams, 395 Lytham Rd., Blackpool FY4 1EB. Also, to mark the 50th anniversary of the loss of HMS Penelope the association has arranged for a special service to be held in St. Ann's Church, Portsmouth Naval Base, on Feb. 13. Relatives of those lost (Anzio, Feb. 18, 1944) are particularly invited. Details from Harry Pugh, 95 Chapel Rd., Chapeletown, Sheffield S30 4SS (tel. 0742 468356).

HMS Norton will hold a decommissioning dinner at the Naval and Military Club, London on Dec. 10. Open to ex-Nutron (Montrose 1957-60) and former Ton officers. Contact Mess Dinner, HMS Norton, BFPO 347.

HMS Rotherham, East Indies Fleet (1943-45) held a successful reunion in Sept. attended by the ship's First Lieutenant Lieut.-Cdr. Leslie Ellis. Details from Bob Sandford, 61 Tamarisk, Pandora Meadows, Kings Lynn, Norfolk.

LST Club will hold their annual dinner at the Falcon Hotel, Stratford-on-Avon on Nov. 13. Details from Clay Maxwell, 45 New Rd., Newnham, Birmingham B46 1QP (tel. 021 747 2418).

HMS Loch Quoich (1944-46): Anyone wishing to attend a reunion in Portsmouth next year contact Sandy Powell, 162 Dartmouth Rd., Paignton TQ4 6NP (tel. 0803 842384).

Fisgard 1944, Anson Division Entry: A 50th anniversary reunion will be held in Plymouth in Aug. next year. Details from Syd Wakeham on 0752 402830 or Terry Liming on 0489 787086.

Over to You

LCI 172 and 106: V A Saunders, 1373 MacCleave Ave., Penticton, British Columbia, Canada V2A 3E4 would like to hear from those who served in the ships and who were involved in the rescue of four Canadian airmen shot down on a bombing mission to Messina, Sicily on June 28-29 1943.

Military Prison and Detention Barracks, Corradino, Malta: D I Cowley, 8 Sullivan Close, Colchester, Essex CO4 3UL is interested to hear about tasks and training carried out by staff or naval personnel under command in the East (or Naval) wing.

Harold Victor Dundas: Mrs C Beadle, 43 Coast Dr., Lydd on Sea, Kent TN29 9NL (tel. 0679 20283) would like to hear from anyone who has a copy of a photograph of Capt. Dundas who was in command of the Ossey during the Battle of Jutland. He was also commander of Ganges from 1912-14 and from 1920, until his retirement, he was Divisional Officer at Great Yarmouth Coastguards.

Lieuts. Jim Holmes and Basil Marrs: Lieut.-Col. Carsten A Johnson (retd.), c/o Cdr. G S Pearson, British Embassy, Defence Section, Thomas Heffeygate 8, 0244 Oslo, Norway, who served in the Special Operations Executive is anxious to trace Lieuts. Jim Holmes and Basil Marrs who were with him on Operation Barbara.

Yangtze Incident, 1949: A wall plate is to be produced to commemorate the 45th anniversary and which is available to veterans of HM ships Amethyst, Black Swan, Conson and London. For details send a s.a.e. to Rod Saul, 20 Arthursdale Grange, Scholes, Leeds LS15 4AW by Nov. 15.

Operation Granby: Stephanie Pearce, 40 Buckleigh Rd., Streatham, London SW16 5RZ is writing a thesis on Gulf War poetry and would like examples of work — all poems will be properly acknowledged and, if published, all profits will be donated to SSAFA.

TSMY Mauna Loa: Tony Johnson, 11 Perran Gardens, Middlesbrough, Glasgow G69 0PA (tel. 0236 874371) would like information about the Edwardian schooner. The ship saw service as an armed yacht under Robert Rawlinson until 1919 and was later one of the small ships involved in the evacuation of Dunkirk.

HM ships Stonechat and Obedient: B. D. Clark, 5 Warren Dr., Linton, Swadlincote DE12 6QP (tel. 0283 761237) would like to cap talies for the above-mentioned ship.

C Class Destroyers: Harold Cox, 98 Bitham Lane, Stretton, Burton-on-Trent,

Staffs. DE13 0HB (tel. 0283 63748) would like information regarding the C class destroyers whose names began with CA, CE, CH, CO and CR.

Old uniforms: The Fleet Air Arm Museum, RN air station Yeovilton, Somerset BA22 8HT (tel. 0935 840565) needs earlier square rig uniforms (late 60s to mid 70s) and money belts for Carrier exhibition 1994. Donations preferred, sales considered, carriage refunded. Please contact Nicola Wicksteed.

HM ships Dainty and Hasty: On Feb. 24 1941 HMIS Dainty, in company with HMS Hasty, was attacked and sunk by Italian dive-bombers while leaving Tobruk. While Hasty was picking up survivors Dainty blew up and pieces from the ship landed in Hasty's whalers, killing two of her crew. HMS Dainty Families Association wishes to learn the names of these two men for inclusion on its Roll of Honour. Anyone having information should contact Peter J. Hillman, 21 Lincoln Ave., Rose Green, Bognor Regis, West Sussex PO21 3EJ (tel. 0243 265 901).

HMS Aurora: Included in the final effects of the late Cdr. J. Mitton was a book called The Silver Phantom, a hardback book of the war service of HMS Aurora. Anyone who served in the ship during the Second World War and who would like the book should contact D. J. Weaver, Stourbridge and District RNA, The Royal British Legion Club, Enville St., Stourbridge DY8 1XW.

HM ships Woodbridge Haven, Floriston, Ranpura and Delight and RFA Fort Duquesne (Mediterranean Fleet 1957-60): Ian Crozier, 6B Market St., Adlington Chorley, Lancs. PR7 4HE (tel. 0257 474934) would like photographs of the above-mentioned ships. He can copy and return originals if necessary.

Maritime Memorials and Mementoes: David Saunders, Woosung, Pointfields, Hakin, Milford Haven, Pembrokeshire SA73 3EB is writing a book on maritime memorials and mementoes of Great Britain and would like to hear from anyone who has details of memorials, both individuals and of vessels, for inclusion in the book, to be printed at the end of 1994.

RN Auxiliary Hospital Ipswich, Houndsditch, Hants: Former Wren Monica Grover, 12 Fieldway, Stifford Clays, Grays, Essex RM16 2AT would like to know the name of the lady who lived in a private suite of rooms in the hospital in 1943.

HMS Agate, Aug. 6 1941: Anyone who served in the ship with Sub-Lieut. Arthur George Tree at this time contact Duncan Tree on 071 235 1200 (work) or 081 788 6698 (home).

HMS Paladin: D. Woodrow, 145 Upplands Rd., West Moors, Ferndown, Dorset BH22 0EZ would like to hear from anyone who has a photo of the ship.

Task Force 57, The British Pacific Fleet 1944-45: W. F. Brain, 159 Peterborough Rd., Leyton, London E10 6HH would like to hear from anyone who has a copy of the above-named book written by Peter Smith and which included a forward by Admiral of the Fleet Lord Frazer. The book was published by William Kimber and Co. (SBN 7183 02516).

British Pacific Fleet and East Indies Fleet: The 50th anniversary committee is keen to trace any official or personal footage of the two Fleets during the Second World War to include in the commemorative events for 1995. Original film will be returned. If you have anything which may be of interest contact Stuart Eadon, 3 Watergate House, Upton-upon-Severn, Worcestershire WR8 0JD.

RN service in Far East, 1920s and 30s: A. D. Field, 21 Church St., Ely, Suffolk IP23 7BD is researching the planning that took place during the 1920s and 30s when the RN was anticipating war in the Far East against the Japanese and would like to hear from anyone who served during that period. He would also like to hear from anyone who may be interested in sponsoring his research.

HMS Hood, Special Service Squadron 1924: S. F. Tiffen, 2 Falconry Court, 7 Fairfield South, Kingston-on-Thames KT1 2UR (tel. 081 549 0326) would like to know the history of a silver plate, presented by Cdr. Newman on behalf of the Wardroom Officers.

HMS Meteor: G. R. Senior, 24 Rock Grove, Old Swan, Liverpool L13 2DU (tel. 051 259 3304) would like information about the ship which boarded the German auxiliary military hospital ship Ophelia.

HMS Golden Hind: S. C. T. Cook, 27 Nyland Rd., Nythe, Swindon, Wilts. SN3 3FJ would like to hear from anyone who served in HMS Golden Hind or knows anything about her history.

D. Hayes Chief ERA, Lease-lend destroyer: David Leicester, 2 Horsley Rd., Rochester ME1 1UW has a complete engine manual for destroyer engines (diesel, made in Detroit) inscribed on the front cover "D. Hayes, Chief ERA" along with the names G. R. Tilly and J. A. Witt, Mid. Eng. RNR, and D. H. R. Banks, R. F. Peters and G. D. Jordan and R. G. Barton (all RNR). He would be interested in contacting any of those named or those with knowledge of them.

HMS Charybdis and Limbourne: D. Hayes Chief ERA, Lease-lend destroyer, David Leicester, 2 Horsley Rd., Rochester ME1 1UW has a complete engine manual for destroyer engines (diesel, made in Detroit) inscribed on the front cover "D. Hayes, Chief ERA" along with the names G. R. Tilly and J. A. Witt, Mid. Eng. RNR, and D. H. R. Banks, R. F. Peters and G. D. Jordan and R. G. Barton (all RNR). He would be interested in contacting any of those named or those with knowledge of them.

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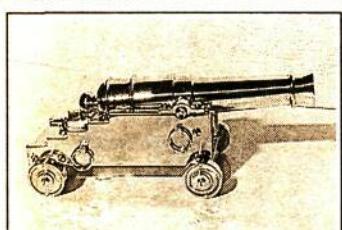
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Joining Forces to win

FORGET the rugby, the hottest match taking place at Twickenham this year was a catering competition contested by some 30 establishments while the Navy and Army slugged it out on the field.

For the first time the cooks and stewards from HMS Dolphin teamed up with personnel from 47 Regiment Royal Artillery and their delicious and beautifully presented joint catering efforts were enjoyed by members of the Dolphin Wardroom and the Officers' Mess at Thorney Island.

The winning combination saw off all opposition in the event, which is sponsored by AF-FAS, a branch of the Willis Corroon Insurance

Group, who also provide the trophy. This was presented to the team by Capt. Paul Branscombe.

Pictured toasting their own success are RCO steward Shane Field (a civilian working at Dolphin), LCK Eddie Fisher, WrenStd Tracey Clark, POCK Ian Chick and Sgt Isaac Newton. Also on the team, but not in the picture were CPOCK Lee Cullen and LStd Sticky Stamps.

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£1/4m SPORTS CLUB OPENS

THIRTY years on from the death of Lord Nuffield, the trust that bears his name is continuing to improve the lives of servicemen and women through grants providing everything from a £250,000 sports club at RNAS Yeovilton to TV sets for patients in military hospitals.

Minor grants, distributed throughout the world, wherever HM Forces are stationed, purchase items that make homes from home that bit more cheery. Mountain bikes, stopwatches, stage lighting, word processors, motor mowers, Christmas telephone cards... you name it, it's probably been provided.

The Nuffield Trust for the Forces of the Crown was founded by Viscount Nuffield in 1939. He wrote to the then Secretary of State for War, "... I am anxious to make some personal contribution towards the comfort and well-being of those who are giving up, however temporarily... their home surroundings in the service of our country.

"For this purpose I intend to place in the hands of Trustees one million shares in Morris Motors, of a present value of approximately £1.5m, yielding today an income of some £105,000 per annum, to be devoted towards improving the facilities for... the Forces, at the discretion of the Trustees."

More than half a century on, that generosity is being felt as widely as ever, although the nature of the benevolence has changed to fit in with the times.

"A radio in every trench" and Nuffield Clubs served their purpose in their time. Nowadays there's an Annual Super Grant project, while the major-

ity of grants range from £15,000 down.

Both the capital and income derived from Lord Nuffield's original gift have grown most satisfactorily. Today the Trust's portfolio of investments is worth more than £16m; income has allowed more than £18m to be spent on the Services.

And £2m of that has been devoted to super grant projects, including the recently completed Nuffield Sports Club at Yeovilton, opened by Admiral Sir Brian Brown, the Navy's Governing Trustee.

The facility, once a changing room, has been extended and upgraded to provide a bar and lounge, a skittle alley, a kitchen etc and will host a variety of sporting and social events.

A ROLLS-ROYCE AMONG PRIZES FOR MICHAEL!

AWARDED for excellence on the Nuclear Propulsion Charge Course in HMS Sultan, the Rolls-Royce and Associates Prize has this year gone to CPO Michael Holman, who achieved top marks.

He received his certificate and prize money — but not, alas, a Rolls Royce — from Mr Tony Fletcher, manager of the RR&A Nuclear Division. Michael has now left HMS Sultan and joined the 10th Submarine Squadron.

The Nuclear Training Group has enjoyed a long and amicable relationship with RR&A. The company, responsible for the detailed design of submarine reactor plant, hosts regular Sultan course visits, and assists with the moderation of exam papers, as well as sponsoring this award.

The aim of the 17-week course is to prepare senior ratings to qualify as Nuclear Chief of the Watch (Category A2 Watchkeeper) on their next submarine. It has a taxing academic content, including reactor physics, failure studies and radiological protection, as well as practical training in the manoeuvring room simulator appropriate to the student's next class of boat.

Upon successful completion of the Category A2 Flotilla Board, the rating will be fully professionally qualified for the CCMEA rate.



Guarding the Regatta



HMS Battleaxe renewed her close ties with the port of Dartmouth during the August Bank Holiday by carrying out the duties of Guardship for the 149th Royal Dartmouth Regatta.

At buoys in the middle of the River Dart, she made a sparkling centrepiece for the Regatta celebrations.

During her stay she entertained more than 1,800 guests whilst open to visitors and a series of tours took place on board for various associations from the local community.

The ship's company, meanwhile, took advantage of a wide range of river-based and

sporting activities as well as enjoying the whole Regatta occasion. Highlights of the annual event included two excellent fireworks displays and a superb aerial show put on by the Red Arrows. Teams from the Type 22 frigate won the Tug of War Plate competition and came second in the NATO Navies Whaler Race.

The Battleaxe is now carrying out PWO(N) training. She will enter refit this month.



Angell promoted to 'Sea Lord'!

SHIPMATE Granville Angell, a member of Cannock branch, is not "to the Manor born" but he does hold a title, as old as the Domesday Book — 46th Lord of the Manor of Cannock. He has his own coat of arms, standard and badge and, in keeping with his status, owns a range of vintage cars, including a 1925 Rolls Royce.

Having served in the Navy from 1950 to 1973, neither his title or status is likely to go to his head — he retired as a Chief Air Fitter AEO's writer on the staff of FONAC, the first non-commissioned officer to gain a University of London degree, entirely by correspondence courses.

How Shipmate Angell rose, as it were, from the lower to the upper deck, is due to his keen interest in genealogy. While pursuing this interest as a college lecturer, he discovered his ancestors had strong links with the Beaudesert estate on Cannock Chase. Further research revealed they were the rightful holders of the Lordship title.

As their surviving descendant the title was transferred six years ago to Shipmate Granville who then became Lord Granville. More recently, he received, on behalf of the Queen, the Grant of Arms entitling him to his own coat of arms, badge, and standard. His family crest he designed in consultation with the National College of Arms and it includes an Admiralty anchor, symbolising his years of naval service.

While the title has no land, it carries historic value and ancient offices such as Chief Warden of the Chase and Mastership of the Game with the right to appoint a number of ancient offices such as Constable and Steward of the Manor and Ale Taster, an office any sailor would be proud to hold!

While Lord Granville is proud of his lineage, he is also proud to be a member of Cannock branch which he regrets is very much distanced from the sea and does not hit headlines as often as the more coastal branches.



Frome retains strong links with Thetis

AN illustrated history of the ill-fated T-class submarine, HMS Thunderbolt, alias, HMS Thetis, has been compiled by members of Frome for a local exhibition. Frome raised in excess of £176,000 during Warship Week and the Thunderbolt was adopted by the town.

As many will recall, the Thetis was lost three months after she commissioned while on diving trials in Liverpool Bay and only four of her 103 crew survived. On being raised from the sea and completely refitted the submarine was renamed Thunderbolt and she then operated in the North Atlantic and the Mediterranean until she was sunk, off Sicily, March, 1943, where she still rests. There were no survivors.

BRANCH NEWS

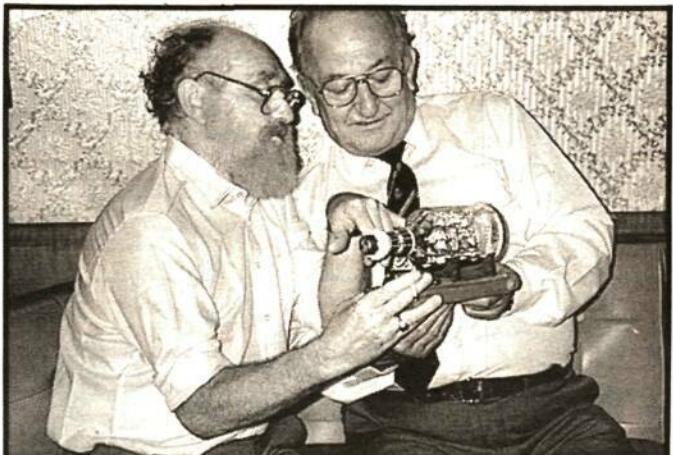
On the day the last signal was received from her captain, Frome councils were presented with two Thunderbolt plaques and Frome branch has been the proud custodian of one of these for many years. The second plaque, assumed lost, turned up recently when the Council moved offices and Frome hope to refurbish the plaque.

□ □ □

Over 250 shipmates attended a conference and standard-bearers competition organised by North Manchester won by Shipmate Gallagher of Birkenhead. Shipmate Poynton of Irwell and Cadishead was runner-up and the trophy for best novice went to Shipmate Porter of Macclesfield.

□ □ □

A thanksgiving celebration by Bishop's Stortford marked the 50th anniversary of the Battle of the Atlantic, the adoption by the town of HMS Clover and the 45th birthday of the branch. Shipmates paraded



Shipmate Geoff Miskelly, right, secretary of York branch, is seen here discussing with Shipmate Mick Farrington, the finer details of Mick's craftsmanship on a model of the 18th century HMS York, encased in a Pusser's Rum bottle, presented to Geoff on his 65th birthday. The fine detail is in fact the signal "Splice the Mainbrace" — an order duly celebrated with fellow shipmates!

through the town to music by the band of TS Quail and the salute at the march past was taken by Rear Admiral Michael Kyrle Pope accompanied by the wartime commander of the Clovers, Capt. Tom Fanshaw.

□ □ □

There was a warm welcome for 16 members of the Marinekameradschaft, when the German "oppes" spent a weekend this side of the Channel as guests of Dartford. They enjoyed a coach trip to the Dover Experience, stopping off for lunch at Folkestone and ending the day's outing as guests of Deal and Walmer where they were royally entertained.

□ □ □

An invitation from No 12 Area to all shipmates to attend a seafarers' thanksgiving service in St. Philip and St. James Church, Holywell, Belfast, on October 3. Those planning to attend telephone 0232 425281 ext. 45482.

□ □ □

As a mark of appreciation for 33 years loyal service to St. Austell branch Shipmate Len Barfield, former secretary and treasurer and now branch president was presented with an engraved crystal tankard.

□ □ □

During the visit of HMS York to Hull, the ship's company took part in a service in the Minster attended by members of York. Plans are afoot to hold a get-together and a social evening with all Yorkshires branches to be hosted by York at their new headquarters, the Clarence Club. Branch secretaries are asked to rustle up support for this event. Following the Battle of the Atlantic 50th commemorative ceremonies 74 veterans of the RCN and RCN WRNS were entertained by York at a gala social evening.

Reunion date

THE association's biennial reunion, Nov. 5-8, at Southcoast World, Bognor Regis, offers a great programme of entertainment to beat the November blues.

There will be a gala concert by the Band of the Royal Marines, a Royal Navy Quiz, a Sod's Opera, at least three socials and a midnight remembrance ceremony.

There will also be a parade of standards and a church service on Sunday morning, and, with over 1,000 shipmates already booked in, it will be a week-end to remember.

Looking to the future

Units, to recruit those with salt in the veins.

□ □ □

Having arranged to take a holiday in Malta Shipmate Malcolm Howard of Redcar was pleasantly surprised when he received a letter to say he had been awarded the Malta medal, which was presented to him at a private investiture during his holiday on the island.

□ □ □

Members of the Torrevieja branch gave a farewell party for Shipmate John Dove on retiring as British Consul in Alicante, Spain. A loyal supporter of this newly-formed branch, he and wife, Madeleine will be sadly missed.

□ □ □

There was double joy at Durham when chairman Dennis Pearson and his wife Betty and secretary Audrey Lawson and her husband David celebrated their Ruby weddings on September 19. Congratulations go to both couples.

FROM Greenford comes a reminder to serving members of the Navy of the urgent need to invest in the future by joining the association now.

By the year 2000 it is anticipated that 80 per cent of the present membership will either have crossed the bar or be too old to participate and keep the ship afloat.

If the association is to survive and carry on supporting naval charities and providing a unique social life for its members, new blood is needed.

If the present generation want to secure their future they should write to RNA Headquarters, 82 Chelsea Manor Street, London SW3 for details of membership, or alternatively, contact the RNA branch in their area or home town.

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Notice Board

Points

THE following list shows the total points of the men and women at the top of each advancement roster for petty officer and leading rates as at October 1, 1993.

Intermediates (Int) indicates that personnel can be advanced before they are eligible to receive merit points or before the roster can be adjusted to take account of them. This means that personnel are advanced in "basic date" order. Dates shown against "Int." rosters are the basic dates of the top eligible personnel.

The number following the points (or basic dates) is the number of men who were advanced during September.

CCMEEAML — Int. (25.11.91), Nil; **CCMEEAEL** — Int. (15.7.93), Nil; **CCMEEALSM** — Int. (1.4.93), Nil; **CCMEEADLC** — Int. (4.6.92), 1; **CCMEEADLC** — Int. (28.7.92), Nil; **CCMEEADCSM** — Int. (20.7.93), 1; **CCMEEADDSM** — Int. (13.11.92), Nil; **CCMEEAEM** — Int. (1.5.92), 1; **CCMEEAELW** — Int. (1.9.90), Nil.

PO(EW)(O)(RSW) — Int. (7.6.91), 1; **LS(EW)/LRO(W)** — Int. (14.7.92), Nil; **PO(M)** — Int. (14.7.92), 1; **LS(M)** — Int. (14.1.92), 6; **PO(R)** — 280, 2; **LSC(R)** — 145, (5.11.90); **PO(S)** — Int. (10.11.92), 5; **LS(S)** — Int. (7.6.91), 8; **PO(D)** — 261, Nil; **LS(D)** — 439, 1; **PO(MW)(O)** — Int. (14.7.92), Nil; **LS(MW)** — Int. (27.9.91), 1; **PO(SR)** — 410, Nil; **LS(SR)** — 253, Nil; **PO(SEA)** — 276, 2; **CY** — 324, Nil; **LRO(G)** — 297, Nil; **RS** — 306, Nil; **LRO(G)** — 232, Nil; **POT** — 351, Nil; **RPO** — 290, Nil.

POMEM(L)(GS) — Int. (15.5.92), 2; **LMEM(L)(GS)** — Int. (9.7.92), 2; **PO-MEM(M)(GS)** — 535, 4; **LMEM(M)(GS)** — 302, Nil; **POWEM(O)(GS)** — 209, Nil; **LWEM(O)(GS)** — Int. (30.7.91), 3; **POWEM(R)(GS)** — Int. (7.7.92), Nil; **LWEM(R)(GS)** — Int. (12.9.92), Nil; **POCA** — 159, Nil; **POCK(GS)** — 452, 3; **LCK(GS)** — 106, 8; **POSTD(GS)** — 665, 1; **LSTD(GS)** — 411, Nil; **POWREN TEL** — 1260, Nil.

In accordance with DCI(RN) 37/93 all qualified female seagoers now appear on the RN rosters only. It should be noted that the number of B13s issued in the female categories are those advanced from the female Shore Roster.

Promotions to Chief

OPERATIONS BRANCH (SEAMAN GROUP)

To CPO(OPS)(S) — A. E. Gleave (Marlborough), R. E. Burley (Dryad), I. L. Mercer (Sheffield).

To CPO(OPS)(MW) — D. M. Simmonds (SMOPS Nelson).

To CCCT(L) — R. D. Salmon (Dryad).

SUPPLY AND SECRETARIAT

To CPOCT — R. M. Chapman (Nottingham).

ACTING CHARGE CHIEF ARTIFICER

Authority was issued by HMS Centurion in September for the following ratings to be advanced to acting charge chief artificer:

To ACCWEA — B. Hill (CWTA PTSTH).

To ACCMEA — S. J. Pictor (Resolution).

To ACCAEA — G. P. Keenan (Osprey), K. S. Sargent (Daedalus).

CHIEF PETTY OFFICER ARTIFICER

HMS Centurion has been notified of the

AB(TS) MARK STEVEN SLEIGH HMS SOVEREIGN

Malcolm, Margaret, Gary and family would like to thank the whole of the Royal Navy for their kindness and support during this tragic time. Special thanks to Reverend R. L. Pyne, HMS Nelson and to all the lads on HMS Sovereign

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Appointments

CDRE. N. R. Essenhight to be promoted Rear-Admiral and to be Hydrographer of the Navy and Chief Executive, Hydrographic Office Defence Agency in succession to Rear-Admiral J. A. L. Myres, 17 Feb. 1994.

Other appointments include:
CNO I. B. Gauld, RN Haslar as Matron, Dec. 6.

CNO P. H. Hambling, RN Plymouth as Matron, Dec. 13.

Capt. J. H. A. J. Armstrong, MOD DGNMT (Centurion) as DNMP/DPCP, Oct. 1.

Deaths

K. S. Crawford, POWWTR HMS Raleigh, August 28.

S. E. P. Wakely, Mne. HMS Warrior, September 7.

G. Dodsworth Ex ERAICPO Submariner, Dolphin and Devonport HMS Dainty, HMS Salisbury. Aged 67.

J. Fielder, Exmouth Division 1942-46, O.A., Commissioned in Royal Navy, retired as Captain(E) S. A. Navy 1986.

H. C. Robjons, Lieut. RHZNVR. Member of SOCA New Zealand, served throughout Second World War in submarines including HMS Unruly, Severn, Sybil and Una.

W. H. Vincent, PO Writer. Among others he served in HMS Caradock, Attack and Warren. Aged 73.

A. Scott, ex-PO. Served 28 years. Aged 73.

B. Ostler, ex-Stoker HMS Cavalier 1961-63. Aged 50.

G. Stamp, ex-Stoker HMS Cavalier 1961-63. Aged 53.

B. O'Farrell, ex-PTI. Retired in 1984. Served in HM Ships Bermuda, Belfast (her last commission at sea) Berwick, Jaguar, Brighton. Achiever of the "Armstrong Shield" in 1966. Many years on PT staff at HMS Excellent. Also served Chatham Naval Base and HMS Collingwood. Aged 48 yrs.

J. W. Cook, Waddington nr. Clitheroe. Served in MTBs 447 and 480.

J. M. Beddoes, served in HM ships Bramble, Protector, Corunna, Keppel, Blake and Hampshire.

H. Chittock, ex-Boilerman. Served in HMS Glasgow. Aged 73.

J. Suckling, served in HM ships Kingston and Manchester.

The deaths are also reported of the following members of the Algerines Association:

J. W. Boutwood, (Capt.), HMS Fantome/Fly and HMS Albacore; **W. K. Acklin**, HMS Lightfoot; **R. A. Pearson**, HMS Algerine.

ROYAL NAVAL ASSOCIATION

The deaths are reported of the following shipmates:

J. Cox, vice-chairman Braintree. Aged 70.

W. Barber, ex-COPAE in FAA, 807 Sqn. Watford and District. Served 22 years. Aged 64.

R. Farwell, ex-AB, High Wycombe. Served in HM Ships Indomitable, Formidable and Resource.

J. Scott, ex-PO, Scarborough. Served 25 years as submariner. Aged 75.

L. Castle, Southampton.

READERS seeking penfriends in the Royal Navy are listed below. Any sailor who writes to an applicant must use a stamped envelope bearing the applicant's name and town. The letter should be enclosed in a second envelope addressed to "Pen Pals", Navy News, HMS Nelson, Portsmouth. On receipt the replies will be redirected — but only if they have been stamped.

Lee (36) Nottingham. **Julia** (25) Portsmouth. **Carol** (40) Marlbrough. **Dawn** (33) Sheffield. **Samantha** (28) South Luton. **Kes** (24) Fareham. **Diane** (20) Barnsley. **Marina** (25) Hull. **Linda** (35) Dorset. **Dawn** (27) Essex.

Dorinda (34) Kent. **Jane** (32) Leicestershire. **Pauline** (43) Blackpool. **Amanda** (21) Swansea. **Andrea** (24) Leeds. **Joyce** (62) Dorset. **Lizzie** (22) Surrey. **Justine** (23) Bedfordshire. **Tracey** (24) Wolverhampton. **Ruth** (22) Scotland.

Tina (29) Havant. **Samantha** (25) Honiton.

Devon. **Sandra** (19) Exeter. **Karen** (33) Middlesbrough. **Cleveland**. **Lorraine** (30) Stevenage, Herts. **Sue** (30) Sutton Coldfield, West Midlands. **Janet** (38) Slough, Berkshire. **Angie** (22) Barnsley, S. Yorks. **Tania** (30) Brighton. **Karen** (28) Portslade, Sussex.

Margarita (18) Bridgewater, Somerset. **Liz** (31) Sheffield. **Wendy** (30) Havant. **Chris** (43) Portsmouth. **Sharon** (19) Humberside. **Joanne** (23) Johnstone, Renfrewshire. **Beverley** (18) Mid-Glamorgan. **S. Wales**. **Donna** (16) Brinsley, Notts. **Jane** (24) Romford, Essex. **Anita** (19) Orpington, Kent.

Kirsty (20) Rushden, Northants. **Michelle** (24) Bournemouth, Dorset. **Julie** (17) Plymouth. **Sahra** (19) Kew, Richmond. **Jenni** (21) Quedgeley, Glos. **Cheryl** (27) Woodgate, Birmingham. **Janet** (26) Gosport, Hampshire. **Maureen** (32) Skelmersdale, Lancs. **Judith** (23) Carlisle, Cumbria. **Michelle** (19) Rotherham, South Yorks.

Nicky (24) Taunton, Somerset. **Anna** (22) Ruishton, Taunton. **Joyce** (30) Morley, Nr. Leeds. **Lynda** (23) Hednesford, Staffs. **Nicole** (17) Ormesby, Norfolk. **Julie** (20) Newcastle. **Lynne** (25) London. **Wendy** (30) Leighton Buzzard, Beds. **Carol-Anne** (38)

Swap Drafts

LAEM(R) Iredale, 707 Sqn. HMS Heron, ext. 6246, drafted HMS Daedalus AES in Nov. Will swap for any Yeovil or Portland draft.

LS(R) Davies, (CACS) HMS Coventry. Will swap for any Type 22, Batch 2 or 3, or Type 23.

AB(MW) Groves, DRSO, Portsmouth naval base ext. 22490, drafted HMS Berkely in March. Will swap for any Portsmouth-based minesweeper.

WSA Dawson, HMS Ark Royal, drafted RN air station Culdrose in Dec. Will swap for any Portsmouth area shore bases (including non-SA jobs).

ROI Shaw, COMMEN Gibraltar, drafted HMS Fearless in Dec. Will swap for any frigate or destroyer.

CMEML Watts, HMS Birmingham, drafted MOD DFS (CIS) Gosport, Project Oasis, in Oct. Will consider any Portsmouth shore base. Contact Ext 45149.

POMEA(ML) Lambourne, HMS Ark Royal, drafted FOST FMG HMS Osprey in CPO's billet in Oct. Will swap for any Portsmouth shore draft.

LALWSA Ward, HMS Mercury, ext. 4335, drafted RN air station Culdrose in Jan (A's billet). Will swap for any Portsmouth draft.

LRO(G) Jennings, CTF 345, drafted HMS Bulldog in March. Will swap for any Rosyth-based ship, deploying or not.

POME(M) Oakley, HMS Andromeda, Portsmouth Naval Base ext. 22888. Will swap for any Portsmouth shore base.

CK Davies, HMS Boxer, drafted HMS Seahawk in Nov. Will swap for Drake, Raleigh, Yeovil or Warrior.

CK Reynolds, HMS Boxer, drafted HMS Seahawk in Nov. Will swap for Warrior, Yeovil, Drake or Raleigh.

LS Spence, HMS Boxer, Will swap for any Scottish-based ships or shore base.

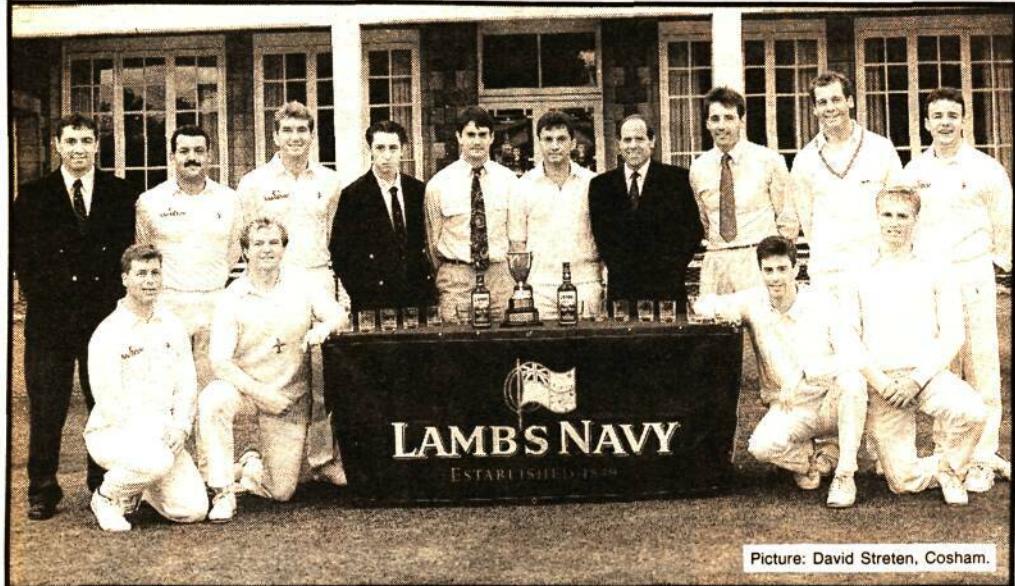
WSA Morgan, HMS Neptune (BRT) ext. 6251. Will swap for any south of England billet.

LS(S) McCourt, HMS Sheffield ext. 2016/20312 (X-trained in active billet). Will swap for any Plymouth shore base or Devonport-based ship not deployed.

LSTD Mountford, drafted HMS Cumberland Jan '94, will consider any ship not deploying. Contact HMS Rooke. Tel: 010-350-44103 (until 28 Oct), then 0472-277873.

AB(M) C.B. Amor, HMS Intrepid (shore-time) ext. 22868 Portsmouth NB, will swap for any Plymouth shore base, including RM barracks.

WALKER RAN AWAY WITH THE AWARD



Picture: David Streten, Cosham.

LIEUT.-CDR. Phil Walker won the toss for HMS Collingwood and chose to bat first in the Lamb's Navy Cup Final against HMS Heron at Burnaby Road. He played in excellent fashion and made 70 before running himself out with the score at 102, writes Lieut.-Cdr. Jim Danks.

His dismissal signalled a dramatic collapse as Collingwood were all out for 111 — Lieut. Chris Slocum taking 3 for 7. But Heron did not find batting easy either and wickets fell steadily until AB T. Brace made 20 not out to see his side to victory by three wickets.

This was HMS Heron's fifth outright victory. (They also shared the trophy once.)

Ms Mary Strachan, representing James Burrough Ltd., presented the cup to CPO Des Cosker, the Heron skipper, and Rear-Admiral Roger Moylan-Jones presented the Man of the Match Award to Walker, a Royal Australian Navy officer on exchange.

In this year's competition, sponsored by Lamb's Navy, the

players each received a suitably engraved glass.

● Collingwood 111 Heron 114 for 7. Heron won by 3 wickets.

Diary dates

DAILY Mail Forces' Ski Challenge, head to head slalom races in Birmingham and London, take place this month. A £20 entry fee for each team of four will be donated to the British Olympic ski team.

The races will take place during the evening at ski shows at the NEC, Birmingham (Oct 14-17) and Olympia, London (Oct 23-31). Call Suzy or Sharon 071-622 5549 for an entry form.

● The Navy soccer season gets under way with the Inter-Command Championships, to be held at RN air station Culdrose from Sunday, October 24 to Wednesday, October 27.

NN

Sport

NA

Lloyds takes a hammering

URGED on by the presence of their sponsors, PAX Plus Insurance, and with their hard-hitting No 3, Royal Marine LCpl Grenville Waddington putting in a particularly strong showing, the Royal Navy polo team beat Lloyds of London by 5 goals to 3 at their Taunton Vale home ground.

This fine performance came not only from the self-guided, goal-seeking Royal, but also from Lieut. Ian Annett lurking up front around the opposition goal, and fellow tyro, Lieut. Adrian Aplin, playing fast and hard at No 4 (back), who repelled a number of assaults on his goal by the well-mounted city gents.

Led by Cdr. Richard Mason (pictured right), the Navy won the exciting match and received the prize — part of Admiral Lord Nelson's dinner service, kindly loaned for this match annually by HMS Warrior.



EURO BRONZE FOR McCORMACK

NAVY and Combined Services super-heavyweight champion, Mne Kevin McCormack (45 Cdo), became the first Welshman for 47 years to win a medal at the highly demanding European Championships in Turkey last month.

This event, rated in toughness only behind the Olympics and World Championships, attracted 215 boxers from 35 European countries. McCormack's first bout was against Jankovic Slavisa of the former Yugoslavia. The big Marine confidently worked behind his jab to frustrate his opponent, who was trying to get in close. The 6-2 scoring margin on the computer in Kevin's favour said it all.

The second bout was against the highly-rated Ukrainian Oleg Belikov. Kevin moved around and opened up a cut on his opponent's right eye and continued to work on the injury with fast

combinations before moving away. The referee called the doctor and the contest was topped two-thirds through Round 1.

This then saw Kevin boxing for a medal and his opponent was none other than the world and Olympic silver medallist Svilan Rusinov of Bulgaria.

It was close and many thought Kevin had done enough to win, but the Bulgarian went through on a three point margin and Kevin took the bronze.

Navy coach CPOPT Tony Bevel was ecstatic about the bronze, saying so many people had given Kevin a push along the way. Nelson PT staff had been tremendous in their support.

"He's been working on strength and stamina and mainly rested from the boxing gym. It seems to have done the trick. After the disappointment in the ABAs, where he was cheated out of a fourth ABA title, this medal is just reward. It's great for Navy boxing and marvellous for the Corps."

COMBAT STRESS

WITH EX-SERVICES
MENTAL WELFARE SOCIETY

Patron: H.M. Queen Elizabeth The Queen Mother
President: General Sir Charles Huxtable, KCB, CBE
Head Office: Broadway House, The Broadway, Wimbledon,
London SW19 1RL

Dear friend

Do you ever pause and thank God you are fit and well and enjoying life? Although today's Navy is engaged mainly in a peace keeping role it hasn't always been so. From the second World War through to the Falklands and, more recently, the Gulf war the Royal Navy has played its part. Winning those wars cost your predecessors dear — not only those who died but also those who survived but now live in endless misery as a result of their experiences constantly relived in their minds.

Since 1939 nearly 25,000 men and women have asked the Ex-Services Mental Welfare Society for help — over 3,000 still do! Men like Joe who had four ships sunk beneath him during the war and whose later life was bedevilled by an anxiety neurosis; or Fred whose head wounds from shrapnel in the Korean war have meant that he could never hold down a job subsequently. Or Alan, a Falklands Campaign Petty Officer, with severe burns as the result of an Exocet strike which has affected his temperament ever since.

They will never live in peace... and never forget. But they deserve our help and they get it from the Ex-Services Mental Welfare Society who have been providing assistance since 1919.

This advertisement shows how the Society helps. It also suggests ways you can help. Please do!

Spike Milligan



GENERAL

The Society is the only organisation in helping men and women of all ranks suffering from psychiatric disability who have served in the Armed Forces or Merchant Navy. The Society's activities include limited financial help to the sufferers and their families where necessary, assistance with claims and appeals for War Disability Pensions and short-term homes for respite care, treatment and rehabilitation. There is also a permanent home for Veterans with nowhere else to live which provides accommodation for men only.

The Society's Welfare Officers visit men and women in their homes. They also visit patients in psychiatric hospitals at least once each year.

COMBAT STRESS

WITH EX-SERVICES MENTAL WELFARE SOCIETY

Patron: H.M. Queen Elizabeth The Queen Mother

ORGANISATION

The Society covers the whole of the United Kingdom and Eire. Its Headquarters are in Wimbledon, with offices in Manchester, Cambridgeshire, Ayrshire, Belfast and Somerset. Welfare Offices are based at each office.

FINANCE

The Society requires over £2 million a year *based on 1992 figures* to fulfil its minimal obligations. The money is largely subscribed by private donation, but allowances and grants are made by Central and Local Government in support of individual patients at Tyrwhitt House, Hollybush House and Kingswood Grange.

TREATMENT CENTRES



TYRWHITT HOUSE, Leatherhead, Surrey (30 Beds)

This is a small, comfortably-furnished Home with a country house atmosphere. The routine and surroundings are designed to achieve maximum benefit in a short time. Treatment by qualified nursing staff is carried out under medical supervision. There is an Occupational Therapy facility.



HOLLYBUSH HOUSE, By Ayr, Ayrshire (25 Beds)

This former hotel has been converted to serve as a Treatment Centre. It is similar to Tyrwhitt House and serves patients primarily from Scotland, Northern Ireland and the northern Counties of England. There is also a Cottage where a carer can accompany a visitor who cannot visit alone.



KINGSWOOD GRANGE, Lower Kingswood, Surrey (46 Beds)

This provides permanent residence with nursing cover for elderly ex-Servicemen who suffer from psychiatric disability and are no longer capable of working. It has the same country house atmosphere as the other Homes and is registered under Part III of the National Assistance Act. The Home is under the control of a qualified SRN/MRN.

Please enclose in envelope and post, FREE with your donation, to: COMBAT STRESS, FREEPOST, LONDON SW19 1YY

Dear Spike

YES, I would like to support the work of the Ex-Services Mental Welfare Society and help my Navy colleagues with a donation of £100 £50 £25 £10 £5 £ other.....

I enclose my cheque/P.O. (made payable to: the Ex-Services Mental Welfare Society)

Please debit my Visa/Access card with sum above

Expiry date / /

Name (PLEASE PRINT)

Address

Postcode

Signature

FREEPOST
no stamp needed
address envelope and post

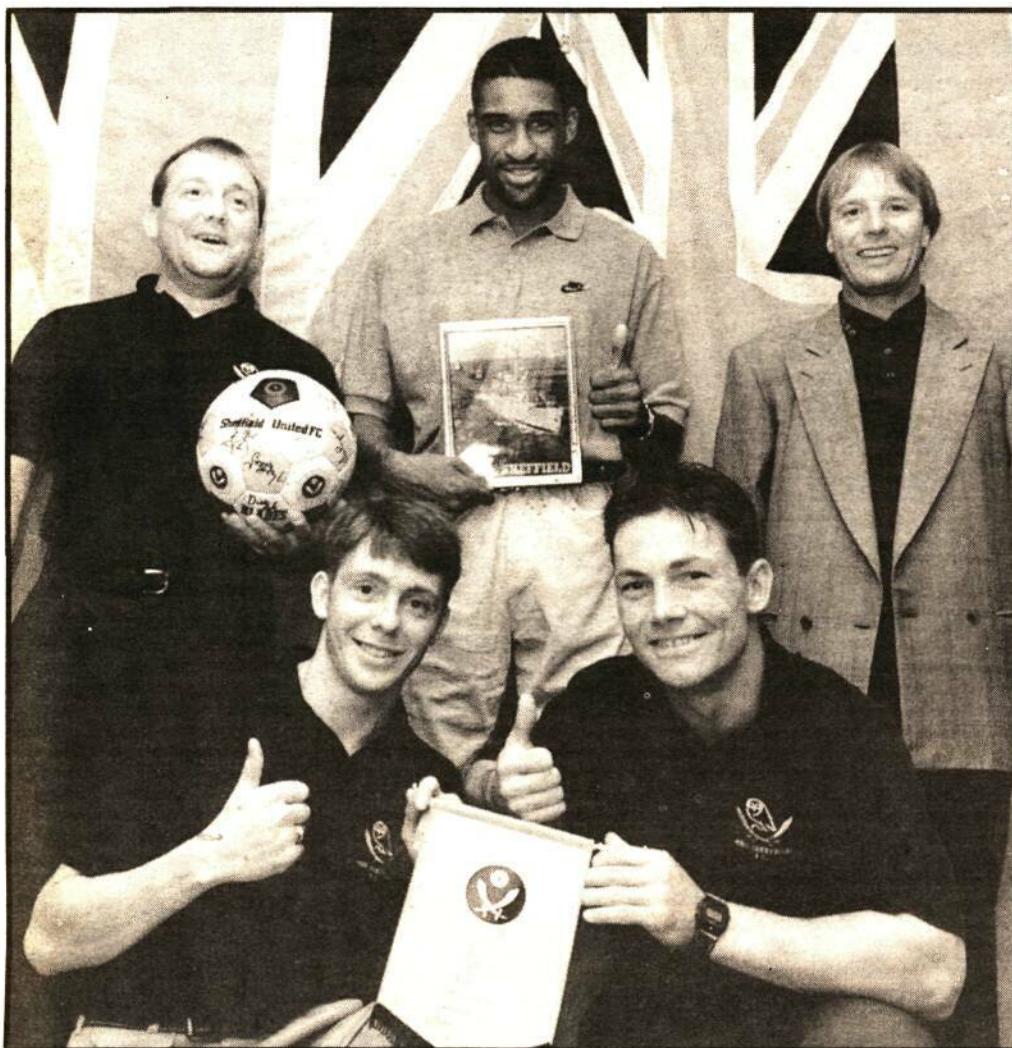
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Thank you for your gift.
Simply address envelope and post.
No stamp needed.

HOW TO MAKE YOUR GIFT WORK EVEN HARDER...

If you would like to make a regular donation, please consider signing a Deed of Covenant. This allows us to reclaim the income tax you have already paid on your donation. Please send me a Deed of Covenant and the Banker's Order form. Tick box

Reg. Charity No. 206002



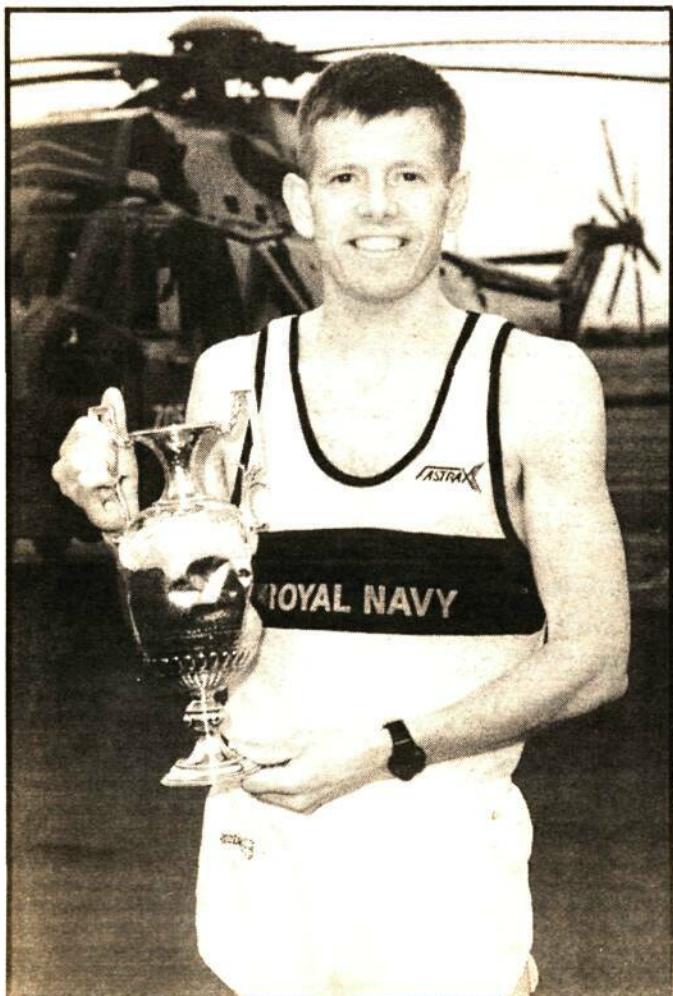
Compliments to the Sheff

A VERY successful season has been enjoyed by HMS Sheffield's 1st XI, culminating in a 2-1 victory over HMS Newcastle in the final of the Midi Ships Cup.

Another highlight for the squad was playing host to the Sheffield United team in the Petty Officers Mess.

The Blades were down in Plymouth for pre-season training at HMS Raleigh. For their visit to HMS Sheffield, they were hosted by POMEM(M) Mason, 1st XI coach and PO's Mess President.

Pictured are PO Mason, RO Needham and LPT Williams with Sheffield striker Brian Deane — who has since signed for Leeds United for £2.7m — and Blades manager Dave Bassett.



CRICKET SEASON CAPPED

FOUR newly capped members of the Royal Navy Under 25 cricket team stand with their captain (centre), LCpl John Baker. From left they are Mne Sean Needham, Mne Andy Croft, AEM John Mann and Ck Mark Toogood.

Picture: Lieut.-Cdr. Jim Danks



ROBISON AIMS FOR C'WEALTH GAMES

LIEUT.-Cdr. Chris Robison landed his second national athletics title by winning the Scottish 5,000m event at Grangemouth. (Just a fortnight earlier he had run to victory in the national 10k road race championship at Alexandria).

In an exciting tactical race, Chris pulled away from some of Scotland's top distance runners with a decisive final burst. His winning time of 14 minutes 14.1 seconds was more than respectable given the blustery conditions.

Currently serving with 819 Naval Air Squad-

THE SPIRIT IS WILLING – SO LET BATTLE COMMENCE

WE HATE defeats — particularly at Twickenham — and have to put all our efforts into learning from those losses against the Army and RAF at the end of last season, *writes the Leprechaun*.

Navy rugby therefore sets out with enthusiasm and optimism for the long haul to a run of success this season, and although the Navy may be the smallest in numbers, its heart and skills are the biggest — the support at Twickenham for the Army/Navy match (12,000 spectators) was in a ratio of 4:1 in our favour. Thank you to all who attended for the tremendous loyalty.

In retrospect, however, the 92/93 season was disappointing for the RN representative side, with only two wins and a draw in 11 outings after Christmas.

Capt. Leigh Merrick, the immediate past Selector, would obviously have hoped for better results in his final season. Now Russia-bound, he has handed over to Cdr. Jeff Blackett, who gathered potential Navy players at Yeovil last month to begin the selection process for the new season.

Jeff has promised to give the Leprechaun his early thoughts, views and aims for the season in the next *Navy News*.

Leprechaun feels some mention should be made of the back room boys at the start of the season. All, need it be said, give up bags of spare time, usually at considerable personal financial cost, and are tireless in continuously striving for success off the field in rais-

ing both funds and the profile of Navy rugby inside and outside the RN.

No more so than the chairman of the RNRU, Capt. Tony Hallett, whom most involved with rugby will be aware is a tour de force not only in Navy rugby, but also at club and national level. (He is only in charge of building the new stands at Twickenham!).

Formidable

Under his three years' tenure at the helm he has gathered around him a formidable team of executives, who run the playing, coaching, refereeing and marketing — and the Leprechaun! They command the strongest management team in the Services and rival many of their Constituent Body counterparts on the RFU for their organisation throughout the game, the prize of a Youth Development Officer and the great advantage of being supported by secure finance and sponsorship.

Greater mention of sponsorship is appropriate as few sports today manage total success without it and we, in Navy rugby, are no different. Co-ordination of this important task is deftly handled and monitored by Cdre. Doug Lewis.

Throughout the 92/93 season our playing kit sponsor re-

mained Admiral Sports, and it was heartening — during a recession — to be able to continue to rely on our commercial friends in Lambs Navy Rum (Navy Knock Out Cup), Courage International (Inter Ship competitions), Ginsters Pasties (Devonport fixtures), IBM Merlin Project (Portsmouth fixtures) and Willis Corroon AFFAS (Army/Navy match).

Cdre. Lewis recently phoned Leprechaun to pass on the excellent news that all our backers have already signed up for 93/94 with the bonus that Willis Corroon AFFAS will also sponsor the Navy/RAF match.

Perennial financial support is also very important and for the RNRU this comes from the Sports Control Board and the Navy Sports Lottery, where disbursements to Navy rugby are channelled through DNPTS.

In rounding off this start of the season column it would be very remiss not to pay tribute to our outgoing President, Admiral Sir Michael Livesay, who has retired from the RN to settle in Scotland. There, his passion for golf, hunting, shooting and fishing — fine tuned during his appointment as FOSNI (89-91) — will undoubtedly be rekindled on a more permanent basis.

Throughout his eight years' very active stewardship of the RNRU he remained a man of the people — *the players*. His attendance in the dressing room at just the right moment to provide some words in kindred spirit and his Australian tour will live in the memories of all those lucky enough to know him as Boss.

All players past and present with whom he worked and, indeed, all who love Navy rugby, wish him and Lady Livesay a long, healthy and very happy retirement north of the border, where we hope their enthusiasm does not completely infiltrate the Scots Blood.

Encapsulate

The affection for Sally Livesay was best summed up by the Chairman when he said: "We all love her and no voice could ever encapsulate the spirit of the Navy at Twickenham more than hers."

The new President of the RNRU is Rear-Admiral Mike Gretton, who, the Leprechaun hears, played a little with Hallett, Tuffley and Milnes; he therefore knows when to pass and is already all about on the game plan. He is a winner — which is what we intend to be in the forthcoming campaign.

Finally, the new season beckons but there is one vital ingredient that can make all the difference at any match and that is SUPPORT. So be there when any of the dark blue teams play at their many venues during the season.

● Dates for the diary up to Christmas: October 6 RN v Havant at Burnaby Road (kick-off 1800); November 24 RN v Hampshire at Burnaby Road (ko 1800).

Picture: LA(Phot) Karl Webb

Anyone for tennis?

SECOND Sea Lord, Vice-Admiral Sir Michael Layard, officially opened Portsmouth Indoor Tennis Centre, which has been funded by Portsmouth City Council, the Royal Navy Lawn Tennis Association and the Indoor Tennis Initiative programme.

The framed fabric structure which houses four Plexicushion courts, replaces the airhall blown down in the gales of 1989. The local community of all ages and abilities can use the centre on a pay and play basis and there is a range of development and coaching programmes devised by the full time Tennis Development Officer.

Contact the TDO, Nicky Entrant, on 0705 830736 for further information or ring Portsmouth Naval Base ext. 22550. There are special rates for RN personnel and their families.

The 1993 finals of the Royal Navy Lawn Tennis Championships took place outdoors at the USSG, Burnaby Road. Winner of the men's singles and the Earl Beatty Challenge Cup was Lieut. Rob Reynolds. Mne Nigel Owen was the runner-up. Reynolds and Sub-Lieut. Phil Hacon teamed up to win the men's doubles, beating Capt. Brian Gibbs and Nigel Owen.

Lieut. Carol Elliott again won the ladies' singles (the Teignmouth Cup), beating Lieut. Nicky Spurgeon. The two then teamed up to win the ladies' doubles against Cdr. Jenny MacColl and Lieut. Sue Lloyd.

Winner of the Junior Singles Challenge cup was WEA App A. Allibone and the runner-up was LWEA G. Crookes. While Capt. Gibbs won the veterans singles, Lieut.-Cdr. Nick Alves was runner-up. Cdr. A. Spruce and Capt. Gibbs won the veteran doubles, beating Lieut.-Cdr. John Rimron and Nick Alves.

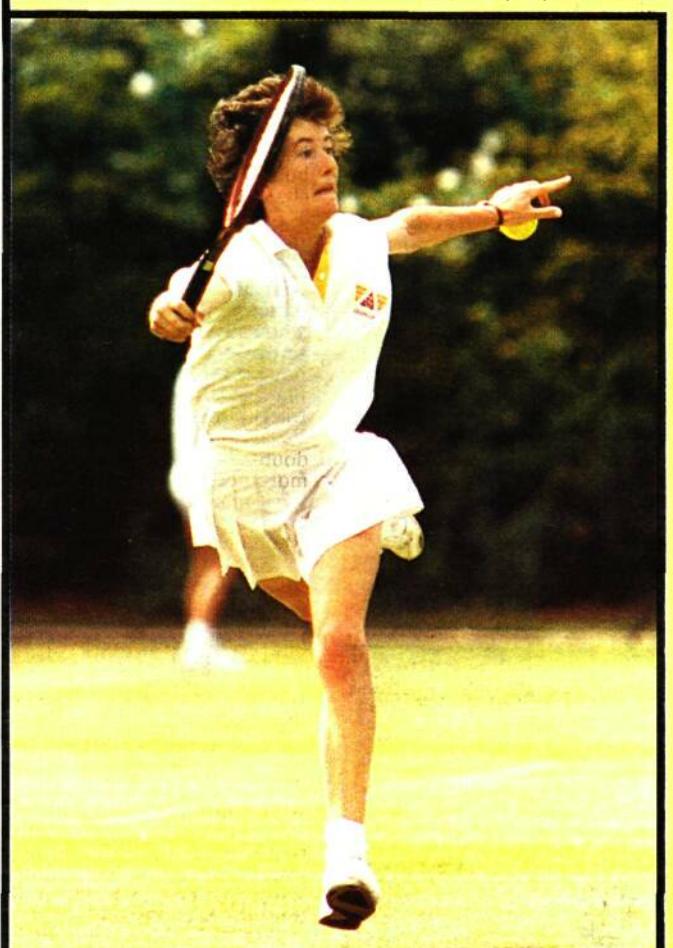
PO A. Richardson won the men's plate and Cdr. MacColl won the ladies'. The runners up were AEM C. Henworth and WO Nicky Hudson respectively.

The mixed doubles were won by Carol Elliott and Nigel Owen. Lieut.-Cdr. and Mrs Simon Brand were the runners-up.



Lieuts. Carol Elliott (above) and Nicky Spurgeon caught in action at the Navy Tennis Championships. Nicky succeeds Carol as RN(W) Sports Officer.

Pictures: LA(Phot) Joe Jordan and LA(Phot) Richie Moss.



The mixed doubles were won by Carol Elliott and Nigel Owen. Lieut.-Cdr. and Mrs Simon Brand were the runners-up.

Sport



POWERBOATERS PRESS HOME THEIR POINT!

IN A 2-litre offshore powerboat event held in Poole Bay, brothers Tim and Nigel Williams won the second heat and became this year's runners-up in the European Championship.

Cdr. Nigel Williams (MCM3, Rosyth) and Cdr. Tim Williams (RN Human Factors, MOD, London) are, as far as they know, the only Royal Navy powerboat racing team in the country this year.

They began the season in last year's boat, Freebooter — now up for sale — and with her managed 4th at Hull and matched other monohulls for speed round the courses at Eastbourne and Spithead.

Subsequently, they stepped up to a boat which (after a lot of work by them) is being hailed as one of the fastest in its class. The 23ft Frode (C-18) with an XR2 engine arrived under the name Turning Point, but a little judicious deletion has converted this to RN Point!

Only one of the 15 starters completed the first heat of the Poole Bay race. Atrocious conditions saw two boats turnover at speed and others suffer damage and mechanical failure.

The Williams' had only had RN Point for five days, in which time they had fitted the engine and rigged her. A minor wiring fault emerged during the first heat and forced the pair to

pull out — they had been in the lead. They worked on the boat until 2 am to prepare her for the next day, tackling some structural damage as well as the wiring problem.

Conditions remained atrocious for the 80 mile final race, with a Force 6 blowing and visibility down to 100 yards in heavy showers. Racing at speeds up to 75mph the Williams' gained the lead after some cannny navigation and managed to hold it to the end, despite damage allowing about 100lbs of sea water ballast to become trapped in RN Point's bow trim tank.

The boat that had won the previous day did not complete the race, but as it had won the longer race it took first place in the Europeans and the Williams brothers (on equal points) became runners-up.

The organising club gave Tim and Nigel a special prize of a case of wine for their perseverance in mending the boat the night before.

Said Tim, "The RN is once again firmly on the powerboating chart. We are keeping up the pressure on our opposition

and showing that standard naval skills and experience in navigation and understanding the sea conditions make race winners."

The pair are sharing the driving and navigation: Nigel driving the boat for a series of races of a national championship (in which they lie 5th), Tim driving the European championships and for non-championship races.

They came second at Eastbourne and fourth at Althallows (in calm, catamaran-favouring conditions). Finally, they came second, just 30 seconds behind the winner, in the 88-mile Cowes Classic. Had conditions been a bit rougher, they are confident they could have won.

That result put the Williams' into third place in the Championship; the boat that beat them is lying fourth so the two are in competition for third place overall.

Races at Swansea Bay and Bournemouth followed (report next month). Supporters are always welcome... and sponsorship for next year wouldn't be turned away!

Escape into that wide blue yonder

A FLIGHT in a modern, two-seat glider is an escape into a world of breathtaking beauty; a delightful experience never to be forgotten.

That's the message Portsmouth Naval Gliding Club tried to get across during a VIP Open Day for local senior officers. It is hoped they will go on to promote the sport within their Commands and establishments. Current RN membership is well over 150 in Portsmouth Command alone.

The Royal Naval Gliding and Soaring Association was established to provide servicemen and their families with gliding at affordable prices. As well as the Portsmouth club, based at Lee-on-Solent, there are clubs at Culdrose and Yeovilton air stations.

Catering for wide catchment areas, each operates mainly at weekends but also during summer evenings. Easter and summer week-long courses are regularly held.

Membership at around £10 a year can include all the family. Flights and lessons begin at about £2 for a winch launch and between £5 and £8 for a launch behind a tow aeroplane.

Many of the gliders have been bought with the assistance of the Sailors and Fleet Amenities Funds. All are subject to regular rigorous inspections and all instructors are fully qualified by the British Gliding Association.

More and more women are taking up the sport and qualifying as instructors. And many women seem to find learning to fly easier than the chaps!

As well as flying at the clubs' home airfields, regular expeditions are mounted to allow the skies over the rest of the UK, and over the French and Spanish Alps to be explored. Next year a Joint Service expedition to Australia is planned.

If you want to know more, contact RNGSA secretary, Lieut.-Cdr. Chris Joly on Portsmouth Naval Base ext 23545, or alternatively call your nearest regional gliding club: Portsmouth Naval Gliding Club (Lee-on-Solent) CCWEA Martin Heneghan (HMS Dolphin) PNB ext 41516; Culdrose Gliding Club, Lieut.-Cdr. Dave Midgely, Culdrose ext 2152; Heron Gliding Club, Air Staff Office, Yeovilton ext 5414.



Flag Officer Portsmouth, Rear Admiral David Bawtree, Capt. Alan Ferguson (Sultan) and Capt. Victor Lucas (Collingwood) look to CPOWEA Martin Heneghan, deputy chief flying instructor, for reassurance that brass can fly, during the VIP Open Day at HMS Daedalus.

Top of the world, Ma!

TAKING in the spectacular view from the roof of the CN Tower, the tallest free-standing structure in the world, are the Corps of Drums of HM Royal Marines Band FOSNI who were in Toronto, Canada, attending a Military Tattoo celebrating the 200th anniversary of the city.

The tattoo took place at the famous Skydome, home of the Blue Jays, the world champion baseball team, and had a particular Scottish flavour with bands from the Lothian and Borders Police, Bognall and Bathgate Caledonias and the Scottish Power Seagram 100 Pipers also in attendance.

Picture: PO(Phot) Paul Cowpe



Navy accepts latest Duke

IN a ceremony at Devonport Naval Base last month the latest Type 23 frigate, HMS Montrose, was accepted into the Royal Navy.

Seventh of the Duke Class frigates, she was launched at Yarrow Shipbuilders Ltd., Glasgow, last year by Mrs Rifkind, wife of the Secretary of State Malcolm Rifkind.

A total of 13 Type 23 frigates has been ordered with seven currently being built — four by Yarrow Shipbuilders and three by Swan Hunters on the Tyne.

The frigates are assigned to the Sixth Squadron at Devonport but there are plans to divide the class between the Sixth and Fourth Frigate Squadron which, to balance overall ship numbers at the two bases, will be based in Portsmouth.

The Fourth Frigate Squadron

consists of four Type 21s based at Devonport and one Leander based at Portsmouth. All are due for disposal over the next year and in order to keep the two squadrons in balance it is planned to transfer four of the Type 23s currently in the Sixth to the Fourth in July 1994.

They would move base port to Portsmouth between 1995 and 1996 and later Type 23s coming into service would then be allocated alternately to Devonport or Portsmouth.

Manadon still set to close

PLANS to provide the Navy with first degree educated engineering officers from a civilian university rather than at RNEC Manadon have been confirmed by the Minister of State for the Armed Forces Jeremy Hanley.

The consequences of this decision for Manadon are still under consideration but it remains likely that the college will close in 1995 with other facilities currently provided at Manadon being transferred elsewhere.

UP IN ARMS

BRITAIN'S defence industry now has a 20 per cent share — second only to the United States — in world export markets, the MOD's head of export services Sir Alan Thomas said at the opening of the Royal Navy and British Army Equipment Exhibition at Aldershot last month.

This "tremendous national asset" supported over 100,000 jobs, cut equipment costs for our own armed forces and helped maintain regional stability in many parts of the world.

On show was a half-size model of a frigate displaying BAe Sema's command and control equipment.

INTERNATIONAL mediators Lord David Owen and Thorvald Stoltenberg gathered the Bosnian warring factions around the conference table in HMS Invincible last month in an attempt to bring peace to the region.

Croatian president Franjo Tudjman, Bosnia's Muslim president, Alija Izetbegovic, and Bosnian Serb representatives carried out discussions throughout the day which resulted in a possible peace plan.

The unusual venue for the meeting, away from the glare of the press, was praised by Lord Owen who said "As you would expect with the Royal Navy everything ran smoothly and the ship gave us the privacy we needed."

Meanwhile HMS Invincible, along with HMS Boxer, the Dutch frigate HNLMS Van Brakel and the two support ships RFAs Fort Grange and Olwen have been operating in a state of readiness, while the aircraft in the task group has expanded to include participation in Operation Deny Flight, under NATO control.

Since early August Invincible's Sea Harriers have been

flying missions over Bosnia, the pilots familiarising themselves with the terrain and carrying out photo reconnaissance and flying sorties to prepare themselves for close air support (CAS) should the UN forces come under attack.

In addition to the Harriers, aircraft from France, the Netherlands and the United States as well as other UK aircraft have been participating in Deny Flight operations.

While Invincible's aircraft are operating under NATO when they are on Deny Flight missions, the UK task group, led by the carrier, remains a national task group under British command.

There are, however, two other British warships, HM ships Beaver and Edinburgh, currently operating in the Adriatic under joint Western European Union/NATO command monitoring and enforcing the



● In conference on board HMS Invincible during the latest round of peace talks. Picture: LA(Phot) Mick Storey.

UN arms embargo against the whole of the former Yugoslavia and trade sanctions against Serbia.

Joining them in the Adriatic will be HMS London, the Devonport-based Type 22 frigate, which left for deployment last month.

● While on Armilla Patrol in the Gulf HMS Cornwall was called upon to stand by with US warships to board any vessels leaving Iraq via the Shatt Al-Arab waterway. The vessels being moved were the first to leave the Shatt since the end of hostilities in 1991 and were all hulks marooned since the start of the Iran/Iraq War in 1979.

After several days waiting a departing tug, the Selat Star, and its tow, the MV Mana, were tracked by HMS Cornwall and USS Ford. Cornwall's



Hats off to Monmouth

WEST Country TV presenter Alison Johns is "collared" by Jeremy Whittingham and Simon Yeates from HMS Monmouth during Plymouth Navy Days.

The "Black Duke" of the Fleet (nicknamed after the last Duke of Monmouth who was beheaded as a traitor in 1685) was commissioned at Devonport last month in the presence of her sponsor Lady Sheena Eaton, wife of the Controller of the Navy, Admiral Sir Kenneth Eaton.

